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TDD/TTY (510) 464-7769
FAX (510) 464-7848
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WEB www.mtc.ca.gov

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Transportation 2030 Plan for the San Francisco Bay Area

DRAFT **October 2004**

TRANSPORTATION 2030

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MANAGEMENT STAFF

Steve Heminger
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Ann Flemer
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Therese W. McMillan
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Francis Chin
General Counsel

TRANSPORTATION 2030 PROJECT STAFF

Doug Kimsey
Manager, Planning

Ashley Nguyen
Transportation 2030 Project Manager

Alix Bockelman, Tom Bryan, Melanie Choy, James Corless, Jeff Georgevich, Pierce Gould, Al Huerby, Doug Johnson, Valerie Knepper, Theresa Romell, Connie Soper, Li Zhang
Project Staff

Joe Curley
Managing Editor

John Goodwin, Steve Heminger, Brenda Kahn, Doug Kimsey, Lisa Klein, Ashley Nguyen
Authors

Catalina Alvarado, Karin Betts, John Goodwin, Ellen Griffin, Brenda Kahn
Assistant Editors

Catalina Alvarado, John Goodwin, Ellen Griffin, Bruce Riordan (Elmwood Consulting), Carolyn Verheyen (Moore Iacofano Goltsman, Inc.)
Public Involvement

Peter Beeler, David Cooper, Michele Stone
Graphic Production

Peter Beeler, Garlynn Woodsong
Maps

Benjamin Espinosa, Rachel Gossen, Shimon Israel, Chuck Purvis, Rupinder Singh
Travel Data

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table of contents

A Vision for the Future 1

Adequate Maintenance 2

System Efficiency 3

Strategic Expansion 4

Goals 9

Safety 11

Reliability 13

Access 15

Livable Communities 17

Clean Air 19

Efficient Freight Travel 21

Trends 23

Population and Employment 23

The Direction of Future Growth 24

The Nature of Travel in 2030 25

Daily Travel Patterns 28

Transportation Funding Outlook 30

Financial Foundation 33

The Down Payment 33

Funding the Transportation 2030 Vision 36

Investments and Actions 39

Adequate Maintenance

Potholes Ahead: More Local Road Dollars Needed 40

Keeping Trains and Buses Humming 42

State Highways Showing Their Age 44

System Efficiency

Squeezing Better Mileage from the Existing Network 46

New Strategies for Cleaner Air 48

Broadening Access to Mobility 50

Providing a Transportation Lifeline 52

Walk and Roll! 56

A Seamless Transit Trip 60

Enhancing Livability by Connecting Transportation and Land Use 64

Getting There Safe and Sound 66

Strategic Expansion

HOT Network Delivers Congestion Insurance 68

MTC Resolution 3434: The Bay Area's Vision for Transit Expansion 70

Moving Goods to Market 74

Appendices 77

Appendix One — Projects by County 78

Bay Area Region/Multi-County 78

Alameda County 81

Contra Costa County 89

Marin County 95

Napa County 97

San Francisco County 98

San Mateo County 101

Santa Clara County 105

Solano County 116

Sonoma County 119

Appendix Two — MTC Transportation/ Land-Use Platform 123

Appendix Three — Transportation Control Measures (TCMs) 129

Federal TCMs 129

State TCMs 131

Appendix Four — Supplementary Reports 135

Draft Environmental Impact Report 135

Draft Transportation Air Quality Analysis 135

Project Notebook 135

Public Outreach and Involvement Program — Summary Reports 135

Equity Analysis Report 136

Project Performance Evaluation Report 136

Appendix Five — Related Plans 137

Regional Airport System Plan 137

San Francisco Bay Area Seaport Plan 138

Draft 2004 San Francisco Bay Area Ozone Strategy 138

2002 High-Occupancy-Vehicle (HOV) Lane Master Plan Update 139

Regional Bicycle Master Plan 139

Regional Intelligent Transportation Systems (ITS) Architecture and Strategic Plan 139

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a vision for the future

PHOTO: KMS

Today, the Bay Area's surface transportation system is poorly maintained, seriously overcrowded at peak hours and woefully underfunded. These conditions have been decades in the making, and cannot be reversed overnight. But they *can* be changed.

This Draft Transportation 2030 Plan charts a 25-year course for transforming the Bay Area transportation system — and fulfilling a vision in which potholes on the streets, roads and highways are rare exceptions and not common occurrences; in which the region's bridges prove mightier than the strongest earthquake; in which all the doors on all the buses open and close; in which train station escalators and ticket machines are no longer adorned with "out of order" signs; and in which broken sidewalks no longer bedevil pedestrians, wheelchairs or baby strollers. By 2030, an electronic fare card will allow millions of passengers each day to ride any bus, train, ferry or cable car in the Bay Area; electronic toll collection can make traffic-choked toll plazas just a distant memory; and real-time information about conditions on every highway and transit route in the region should be available on demand via whatever portable electronic device we'll carry around in the future.

"MOBILITY FOR THE NEXT GENERATION DEPENDS ON THE BOLD STEPS WE TAKE TODAY."

The Transportation 2030 vision also embraces carefully selected additions to the Bay Area transportation system. These include extending BART to San Jose and Santa Clara; unclogging some of the region's most notorious highway bottlenecks (including the Cordelia Junction, Novato Narrows and Caldecott Tunnel); and completing a network of high-occupancy-vehicle lanes to whisk express buses, carpoolers and even toll-paying solo drivers throughout the region. (Thanks to legislation just signed by Gov. Schwarzenegger, solo drivers will soon be able to pay their way into carpool lanes in Alameda and Santa Clara counties, an important test bed for the congestion-busting potential of this road-pricing concept.)

All these things are possible. But only with a frank recognition of the hard work required, a willingness to experiment and innovate, and plenty of additional dollars. The Draft Transportation 2030 Plan makes a significant down payment toward restoring the transportation infrastructure we've inherited, coaxing maximum productivity from our existing system and endowing the greatest possible legacy for future generations. But additional installments — of both political and financial capital — will be required to fully realize the Transportation 2030 vision.

Another challenge will be determining where more than a million additional people will live and where a million new jobs will be located. In preparing the Draft Transportation 2030 Plan, MTC found strong public support for better connecting transportation and land-use decisions,

> **"THE FIRST TASK IS TO REPAIR AND RESTORE THE BAY AREA'S EXISTING TRANSPORTATION ASSETS."**

developing more convenient transportation options, and pursuing greater regional cooperation on issues surrounding the location of new development. The bottom line is that the Bay Area must accommodate more of its growth in existing urban and suburban areas, which are already well served by the region's road and public transit networks.

The Draft Transportation 2030 Plan proposes three broad approaches to enhance mobility and improve access to schools, jobs, medical services and other vital destinations for Bay Area residents. These three strategies can be summed up in six words: **adequate maintenance, system efficiency** and **strategic expansion.**

Adequate Maintenance

The first task is to repair and restore the Bay Area's existing transportation assets, some of which date back to the beginnings of the region's urbanization. This rich legacy — ranging from the state highway system to major rail networks to the local street grid — has fallen into serious disrepair. We are proposing to devote 85 percent of the plan's budget to operate and maintain the existing transportation system. Yet despite this heavy "fix it first" emphasis, it would take an additional $19 billion just to rehabilitate our public transit, highway and roadway networks to top condition. This repair shortfall far exceeds all the revenue that we expect will be available for new expansion projects over the next 25 years. In other words, we could virtually shut down the Bay Area's construction program for over two decades and still lack sufficient funds to adequately maintain the facilities that exist today.

The gasoline tax has been the traditional source of funding for filling potholes and replacing worn-out buses. It's no wonder that we have fallen behind in these tasks, since neither the federal nor state gas tax rate has been increased in over a decade. Indeed, the purchasing power of the combined federal and state tax (currently 36 cents per gallon) has declined by 25 percent since 1990. Sober assessment of the political landscape, however, shows that much higher gas taxes simply are not on the horizon. Not only has more than a decade passed since legislators last raised fuel taxes, but attempts to adjust them in the 2004 congressional and state legislative sessions ended in failure, and persistently high pump prices for gasoline may foreclose debate about raising gas taxes for at least the next several years. This increasingly will force local governments to meet the transportation funding responsibilities abdicated by Congress and the Legislature. Therefore, it is imperative that Bay Area counties seeking to extend or enact local sales tax measures for transportation include a healthy set-aside for ongoing maintenance activities.

A renewed financial commitment to infrastructure repair should *not* come without strings attached. Cities that receive additional local road funding should meet "maintenance of effort" standards to ensure that they don't shift existing funding out of local roads to other municipal programs. Transit operators that receive repair funds should likewise be required to adjust passenger fares and other local revenues to keep pace with inflation so their repair backlogs can be stabilized and reduced. No public agency should receive additional funds unless it agrees to support and implement measures to improve the efficiency of the transportation network (described in the next section of this chapter). New funding is urgently needed for basic repair of our roads, bridges and transit systems. But so too is a new focus on accountability and transparency in how those funds are spent.

System Efficiency

The traffic congestion that plagues the Bay Area and most major metropolitan areas throughout the United States has two principal causes. First, at many well-known bottlenecks like the Bay Bridge toll plaza and freeway interchanges, there are simply too many cars trying to squeeze through too small a space at the same time. Demand exceeds capacity, and delays result. Second, up to 50 percent of traffic congestion is caused not by lack of capacity, but by accidents, stalls and other on-road incidents that frequently tie up traffic for hours each day. By improving the response time in dealing with these traffic mishaps — and better yet, avoiding some of them altogether — we can make great progress in reducing delays.

Take a typical freeway collision: As soon as the accident occurs, traffic slows. The longer the disabled cars sit on the freeway, the farther the backup stretches. Before long, even emergency vehicles have a hard time reaching the scene to deal with any injuries and clear the lanes. Now imagine if the accident had been detected seconds after it occurred by roadside sensors or cameras overhead. Imagine if a roving tow truck had been immediately dispatched from a nearby location to clear the scene. And imagine if changeable message signs and broadcasts on the 511 telephone system had alerted travelers to consider an alternate route around the budding delay.

This is hardly the stuff of science fiction. All these technologies exist today on portions of the Bay Area freeway system. But several steps to better system efficiency remain. We must complete instrumentation of the freeway network so Caltrans and the California Highway Patrol (CHP) can direct motorist assistance where it's needed most. We must expand the Freeway Service Patrol so more tow trucks are working to aid stranded motorists. And we must build out the 511 phone and Web traveler information systems so drivers and transit patrons can make smarter travel choices based on real-time information. The Draft Transportation 2030 Plan brings us closer to these goals.

> "UP TO 50 PERCENT OF TRAFFIC CONGESTION IS CAUSED NOT BY LACK OF CAPACITY, BUT BY ACCIDENTS, STALLS AND OTHER ON-ROAD INCIDENTS."

Techniques such as these also can help us cope with recurring traffic congestion during rush hours. A proven strategy to reduce freeway delay is to meter entering vehicles with traffic lights at freeway on-ramps. These ramp meters are ubiquitous in Southern California and quite common in our own Silicon Valley. Yet, local government opposition to possible "spillover" traffic on adjacent city streets has stymied wider deployment in the Bay Area. This opposition must be overcome, and MTC will work with Caltrans and the affected local communities to do so. Another impediment to congestion relief is poor communication among emergency responders to major highway accidents, where jurisdictional conflicts between the CHP, local police and fire departments, and even the coroner's office, can needlessly delay clearing the accident scene. MTC will seek solutions here too, if necessary with a change to state law.

Fortunately, many of these "intelligent transportation" strategies come at relatively low cost — especially when compared to major road or transit expansion projects. So, while new funding is needed, it is not

the major obstacle to full-scale implementation. The bigger challenge is overcoming the institutional tangle of multiple owners and operators of the transportation system so their unifying mission becomes maximizing the effectiveness of the system as a whole — not just the piece they happen to own. This kind of collective political leadership has been lacking up to now. The Bay Area transportation community must rededicate itself to an enterprise of partnership and collaboration for our common constituents.

But collaboration only goes so far. It's difficult to say what would be an "ideal" number of public transit operators for a region the size of the Bay Area, but no responsible observer can plausibly claim that 26 separate agencies is the right answer. In addition to promoting better connections between these numerous systems — such as with the TransLink® universal fare card — the time has come to begin consolidating these two dozen operators into a smaller and more manageable number of agencies. Given the troubled fiscal circumstances confronting public transit in our region, we can no longer afford (if we ever could) so much administrative redundancy and duplicative expense. Napa County already has merged all six of its municipal transit operations under a single agency, and several East Bay agencies are studying efficiencies that might be generated through combining parts of their operations. Other counties should follow suit and, where necessary, the state Legislature should hasten action.

Strategic Expansion

It is straightforward enough to say that any transportation plan should seek to maintain what we've already built and operate that infrastructure as efficiently as possible. These are fairly uncontroversial objectives — although much work lies ahead to accomplish them. It's another thing altogether to strive for consensus over how, where and under what conditions we should expand the Bay Area's road, transit and bicycle/pedestrian networks. Ever since the "freeway revolt" in the 1960s, the region has been engaged in a long-running debate about expanding transportation capacity, with ever-changing factions vying for dominance. What began as a highway vs. transit fight has degenerated into combat over rail vs. bus transit, or even build something vs. build nothing squabbles, for fear that any capacity expansion will inexorably lead to more growth and congestion. After nearly half a century of angry words, it's time to break free of this modal conflict and try to establish a common ground for moving forward.

Let's begin with a few facts. First, the era of major freeway construction — the building of the Interstate system — is over. During the next two decades, the Bay Area is expected to spend less on new highway projects than any other large urban area in the country (only 3 percent of total spending). For local transit advocates to pretend otherwise — as many persist in claiming — is to ignore the truth. This is not to say that further high-occupancy-vehicle (HOV) lane construction, new auxiliary lanes to reduce merging conflicts and freeway interchange improvements are unwarranted. Many of these types of projects are needed and will be built. But, on a regional scale, they are mostly tinkering at the margins of the mainline freeway capacity that exists today.

Second, transit expansion is no panacea either. In many parts of our region, rail service will never make economic or transportation sense — even with substantial increases in housing density over present trends. Rapid or express bus service will be a much more cost-effective alternative in these low-density areas, but there are limits to the appropriateness of bus transit as well. Every new bus requires a driver and fuel, and creates a long-term claim on operating funds to subsidize the service.

The greatest wasted "mass transit" resource in our region remains the empty seats in most commuters' automobiles. If more workers throughout the region followed the model of casual carpooling pioneered in the Bay Bridge corridor, we would have a powerful new tool to reduce traffic congestion *at no taxpayer cost.*

Finally, expansion of any travel mode occurs in multiple contexts: physical, social and financial, to name a few. It is within these contexts, perhaps, that a new consensus on capacity expansion can be forged. MTC, in adopting its Resolution 3434 rail and bus expansion program in 2001, acknowledged the physical limits of building additional freeway lanes in several congested corridors and opted to provide a rail or bus transit alternative to augment capacity. The Draft Transportation 2030 Plan continues this $11.8 billion commitment in these corridors.

Since the adoption of Resolution 3434, MTC and four other regional agencies have adopted a Smart Growth Strategy that promotes future residential and commercial development clustered around existing and planned transit hubs. Recognizing the development impact that rail transit investment can have on the physical environment, the Draft Transportation 2030 Plan conditions Resolution 3434 discretionary fund allocations on local governments taking steps to implement the Smart Growth Vision through general plan amendments and zoning changes. This new approach both responds to the Bay Area's acute housing shortage and gets the most ridership "bang for the buck" out of these costly rail transit extensions.

"THE DRAFT TRANSPORTATION 2030 PLAN BREAKS NEW GROUND BY SETTING ASIDE $200 MILLION IN REGIONAL FUNDS FOR FILLING GAPS IN THE BICYCLE PLAN NETWORK AND IMPROVING PEDESTRIAN FACILITIES."

In the social context, the Draft Transportation 2030 Plan expands mobility options for traditionally underserved communities: elderly, disabled and low-income residents with limited access to an automobile; and bicyclists and pedestrians. There is a clear gap in personal mobility based on income. People with disabilities face many travel obstacles. And given the "graying" of the Bay Area's population over the next 25 years, the needs of elderly travelers are likely to grow and command our attention every bit as much as headline-grabbing traffic congestion. After all, commuting to work will account for only 27 percent of all trips in the Bay Area in 2030.

The "lifeline" mobility needs of low-income travelers can in some cases be met with improvements to fixed-route transit service, in other cases by demand-responsive paratransit, and in still others by car-sharing or car purchase-assistance programs. Any of these solutions will require new funding, however, and the Draft Transportation 2030 Plan makes a $216 million down payment to get the region started.

Bicycle and pedestrian travel are two of the oldest forms of transportation in America, yet it has been a struggle for these modes to be given equal access to our transportation facilities. Fortunately, the tide is turning. The three new transbay bridges just finished or under construction — Carquinez, Benicia-Martinez and the Bay Bridge east span — all include bicycle/pedestrian paths. And a study is under way to evaluate access options on the Richmond-San Rafael Bridge. Building on MTC's 2001 Regional Transportation Plan, which for the first time included a regional bicycle plan mapping out a network of major paths and trails, the Draft Transportation 2030 Plan breaks new ground by setting aside $200 million in regional funds for filling gaps in the bicycle plan network and improving pedestrian facilities.

The financial context is what makes any type of expansion possible, and the constraints in this arena are formidable. They include legislative reluctance to raise the gas tax; the constitutional requirement for a two-thirds vote to approve local revenue measures; and the growing reliance on non-user fee revenue sources, such as general sales taxes, to finance transportation improvements. Another financial constraint can be found in the Draft Transportation 2030 Plan itself. Federal law requires the plan to be based on a realistic forecast of future revenues, and the total cost of all projects in the plan cannot exceed this reasonable estimate. So while the Draft Transportation 2030 Plan details a comprehensive vision for improving the performance of the Bay Area transportation network, current revenue projections are sufficient to realize only a part of this vision.

Market Forces Are Key to Success

To go beyond financial constraints and fulfill the Transportation 2030 vision of adequate maintenance, more efficient operation and strategic expansion, the Bay Area must forge a regional consensus around a set of new revenue measures that can be realistically delivered in the next five to 10 years. An increase in the state gas tax is more than warranted after a decade of neglect, and California now ranks dead last among the 50 states in per-capita spending on highways. At the very least, the state gas tax should be indexed with inflation — as it is in 11 other states — to prevent the continued erosion of its purchasing power over time.

> "IN THE LONG RUN, BUILDING UNPRICED ROAD CAPACITY IN A GROWING REGION IS FIGHTING A LOSING BATTLE WITH TRAFFIC CONGESTION."

The local user fee dilemma is more complicated. County sales taxes have been the bulwark of the Bay Area's transportation expansion program in the face of state and federal inaction on the fuel tax. Yet by severing the connection between the road user and the system he or she uses, sales taxes, property taxes, general fund revenue and other non-user fee sources fail to send the proper price signal to the motorist to encourage wise use of the highway network. In the private economy, when a good becomes scarce, its price rises to balance supply and demand. A transportation system financed with non-user revenue lacks this critical balancing mechanism. In the long run, building unpriced road capacity in a growing region is fighting a losing battle with traffic congestion.

To reintroduce pricing signals into the transportation system, the Draft Transportation 2030 Plan advocates development of a high-occupancy/toll (HOT) network that would convert the Bay Area's existing HOV lanes to HOT lanes. Carpools, vanpools and transit vehicles would continue to enjoy free passage in the HOT lanes, but other motorists could pay a fee to use them. The new toll revenue would be used to finance construction of HOT lanes where gaps exist in the network, and to operate additional transit and ride-share services for other corridor travelers. Because some commuters cannot afford to buy their way out of traffic gridlock, a portion of the HOT lane revenues could be used to subsidize transportation services for low-income travelers in the same corridor.

The transition from pump-based fuel taxes to direct road tolling will not be an easy one. But the time to begin that shift is now. The HOT network would offer improved mobility not only to those motorists willing to pay the fee, but also to transit and ridesharing patrons who would benefit from a more comprehensive diamond-lane system. HOT lanes already are successfully deployed in Orange and San Diego counties as well as in Houston, Texas. As mentioned earlier, Alameda and Santa Clara counties recently secured state legislative approval to test the HOT lane concept in the next few years. MTC supports changes in state and federal law that would permit implementation of a comprehensive HOT network throughout the Bay Area.

A second potential source of new user-fee revenue is a regional gasoline tax — the only untapped discretionary revenue source within MTC's current authority to impose. Whether Bay Area voters are any more likely than the state Legislature to approve a gas tax is anybody's guess. But we'll never know unless we try. If the Legislature doesn't want to raise the current gasoline tax, it should at least change MTC's enabling statute to permit the Bay Area electorate to approve a regional gasoline fee with a *simple majority vote* — the standard successfully met in the passage of the Regional Measure 2 toll hike in March 2004.

As user charges, the regional gas fee and the HOT lane tolls have the potential not only to finance additional system *supply* but to influence *demand* for scarce road-

> "TOMORROW'S TRANSPORTATION CHALLENGES SHOULD PROVE NO MATCH FOR A MOBILIZED CITIZENRY WITH THE DETERMINATION, THE VISION — AND THE COURAGE — TO OVERCOME THEM."

way capacity. And as sources of regional discretionary revenues, they can be focused on elements of the Transportation 2030 investment agenda — such as system efficiency, livable communities and freight movement — that receive less attention in local tax revenue measures.

The goals of the Draft Transportation 2030 Plan emphasize a safe and well-maintained transportation system; a reliable commute; access to mobility for low-income, senior and disabled travelers; more livable communities; clean air for the region's residents; and efficient freight travel to enhance the Bay Area's economic competitiveness. At present, we are losing ground on most of these objectives. This is especially true in the area of goods movement, which too many residents still view as more of a nuisance to their personal travel than a necessity for the region's economic prosperity. Yet, better results are possible with new approaches, new technology and new resources.

Throughout its history, the Bay Area has recovered from calamitous earthquakes, floods and fires. We are a resilient region. Tomorrow's transportation challenges should prove no match for a mobilized citizenry with the determination, the vision — and the courage — to overcome them. Mobility for the next generation depends on the bold steps we take today.

MTC welcomes your comments on this Draft Transportation 2030 Plan. The public can play a vital role in reviewing the document before the Commission takes final action, scheduled for February 2005.

Please submit your comments to:

MTC Public Information Office
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

info@mtc.ca.gov (e-mail)
510.464.7848 (fax)

Public Provides Steady Direction for Transportation 2030

The Draft Transportation 2030 Plan is the product of an unprecedented effort by MTC to involve people from all walks of life in the planning process. Transportation 2030 kicked off with a regional summit in June 2003 that drew an overflow crowd of nearly 500 to San Francisco's historic Palace Hotel. The public involvement campaign also included:

- A telephone poll of 3,600 residents from throughout the Bay Area
- 30 public workshops, with a special focus on input from lower-income and minority communities
- A special multi-interest workshop with representatives from nine separate community-based organizations and each of MTC's three advisory committees
- County-oriented workshops and Web outreach hosted by the region's congestion management agencies
- Six focus groups with a cross-section of the public (including residents of all nine counties) to allow more in-depth discussion of the major choices and tradeoffs
- An interactive online Budget Challenge taken by over 530 visitors to the MTC Web site
- An invitation for members of the public to propose new transportation projects and programs directly to MTC — resulting in more than 40 new project ideas submitted for MTC's project performance evaluation
- Establishment of three task forces representing a variety of interest groups and charged with developing specific recommendations on improving access to mobility, bicycle/pedestrian travel and the transportation/land-use connection. The task forces met more than a dozen times at sites around the region.

Different Audiences, Different Methods

Among the hallmarks of the community dialogue on Transportation 2030 was a sophisticated electronic voting system that enabled attendees at the kickoff summit to immediately register their opinions on a range of subjects. E-voters clearly were in the mood for change, as 89 percent agreed that the Bay Area should critically reexamine all its transportation policies, programs and projects. Interestingly, however, e-voters showed scant support for reducing funding for MTC's top established priority: operations and maintenance of existing infrastructure and services.

Collaboration between MTC and community-based organizations attracted hundreds of residents to workshops held in San Francisco's Tenderloin and Bayview/Hunters Point neighborhoods, East San Jose, Milpitas, the Canal District of San Rafael, Concord's Monument Corridor, and the East Oakland and San Antonio neighborhoods of Oakland. Workshop materials were printed in Spanish, Chinese and Vietnamese as well as English, and included response cards for a shorter, print version of the Budget Challenge featured on the MTC Web site. Translators were on hand at most meetings to facilitate participation by non-English-speaking residents, and some community-based organizations even provided on-site childcare to make it easier for parents to take part.

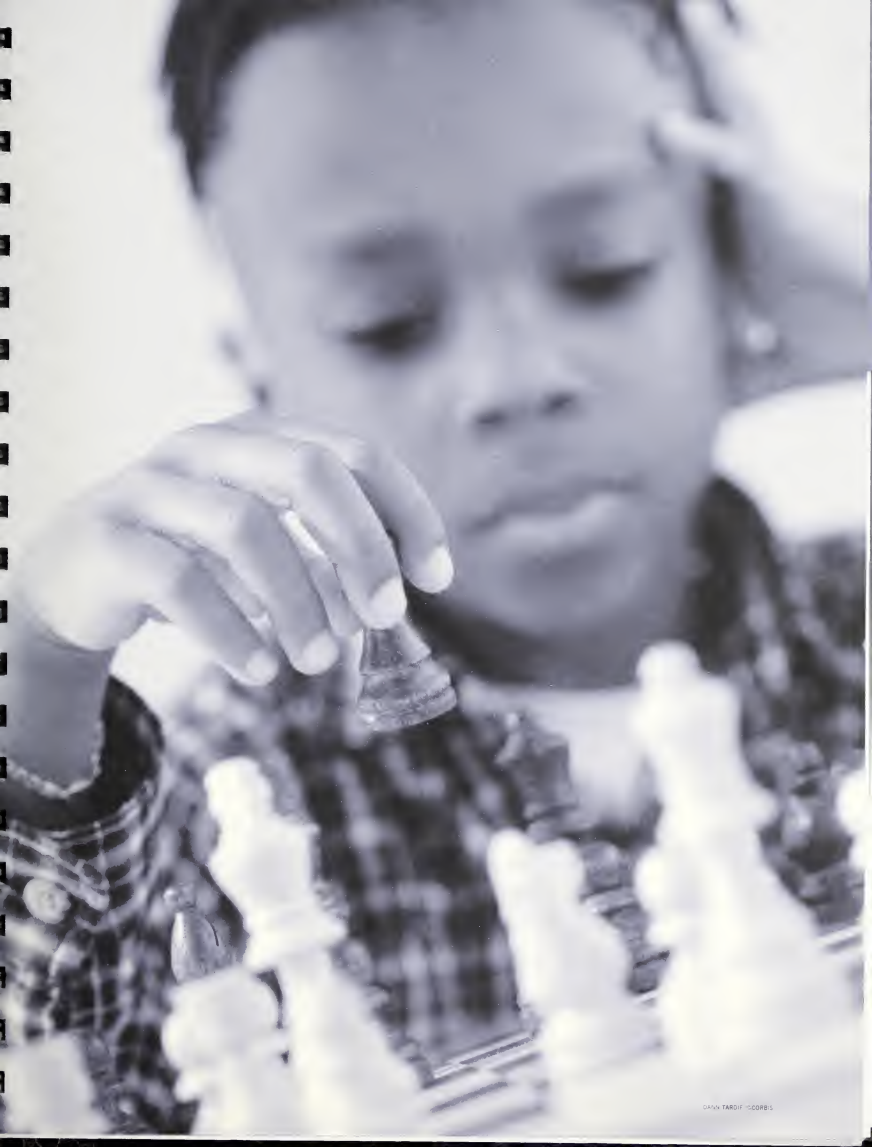
The nearly two dozen other public meetings on Transportation 2030 held by MTC during the fall of 2003 included workshops targeted toward business and labor interests, environmental advocates, Bay Area bicycle coalitions, tribal governments and the League of Women Voters of the Bay Area. Whether held in a low-income neighborhood or a high-tech business complex, nearly every workshop was attended by one or more MTC commissioners — allowing members of the public to talk directly with policymakers.

Plan Reflects Community Input

The Draft Transportation 2030 Plan reflects what MTC heard from the people of the Bay Area by including six new goals, a five-point platform for transportation and land-use integration, and a carefully balanced investment strategy. The plan increases investment for both road and transit shortfalls, sustains several important regional programs at levels established in the previous 2001 Regional Transportation Plan, and provides funding for the first time for a regional bicycle/pedestrian network and a Lifeline Program to meet the mobility needs of low-income residents.

MTC identified performance measures to gauge progress toward accomplishing a set of goals laid out in the Transportation 2030 Public Outreach Plan. Evaluation forms, available in English and three other languages, were handed out at the end of each public meeting, asking participants to evaluate the quality of outreach. More than 80 percent of participants gave positive responses. The success of the Transportation 2030 outreach effort was recognized by the U.S. Department of Transportation, which in 2004 awarded MTC the "Transportation Planning Excellence Award for Public Involvement, Education and Outreach."

See *Transportation 2030 Public Outreach and Involvement Program – Phase 1 Summary Report* (January 2004) for more information.



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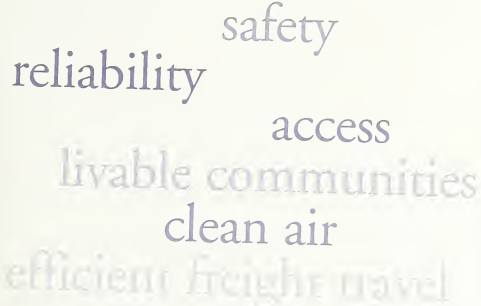


Through the Commission's public outreach, we have learned that Bay Area residents share a fairly consistent vision of how transportation could be improved in the future. This vision includes:

- A desire to reduce trips of excessive distance and duration
- A better range of travel options in the future for those who now endure congestion and gridlock every day
- A transit system that is second to none in its upkeep and performance
- An easier and safer way to walk and bike around our communities
- Less reliance on the auto for various types of trips — to enhance community safety, ease environmental pressures and restore a healthful level of physical activity into people's lives
- Better access to jobs, medical centers, schools and grocery stores for those who do not own a car
- A sustainable transportation system the region can afford to operate over the long term and one that uses available public funds wisely
- A process that ensures major new transportation investments have been well scrutinized for cost-effectiveness

The Transportation 2030 goals respond to this vision and will be used to set direction for the future, measure progress and evaluate transportation programs and projects needed to maintain the system, improve system efficiency and strategically expand the system. Because the appetite for transportation improvements will likely outpace available resources to deal with the region's growth, some aspects of transportation performance may not improve in the future. Thus the measures of progress focus on areas where MTC does have some influence and can make a difference. MTC will use the measures of progress to monitor the degree to which its actions advance the Transportation 2030 goals. The measures of progress will be reported as part of a comprehensive review of Transportation 2030 policies during the next long-range plan update.

BILL HALL CALTRANS

safety

A Safe and Well-Maintained System

Ensuring the safety of travelers is a priority for all government agencies engaged in transportation, whether the trip is by car, transit, bike or walking. Protecting transportation facilities from terrorism is also a new safety area for federal, state and local law enforcement officials and requires the cooperation of all major Bay Area transportation agencies.

The public also expects transportation facilities to be kept in a good state of repair, which requires diligence in attending to ongoing maintenance and rehabilitation needs. Future investments to improve transportation will not perform as intended if the rest of the system is poorly maintained. Maintaining the condition of the Bay Area's transportation infrastructure will enhance the region's economic growth potential and will help ensure the future viability of existing neighborhoods and downtowns.

Objectives

- Reduce injuries and fatalities for all modes
- Be prepared for future transportation emergencies resulting from natural disasters and security threats
- Reduce long-term transportation repair costs through timely replacement of assets
- Save consumers repair costs due to poor road conditions

Examples of Current Efforts

A number of regional initiatives aim to improve the safety and condition of the Bay Area transportation system, including: policies to close shortfalls for the timely replacement of worn-out transit vehicles and local street repair with flexible federal funding; efforts under way to complete seismic retrofit of Bay Area bridges; and programs offering technical assistance to cities and counties to improve roadway pavement conditions and improve bicycle and pedestrian safety. In addition, MTC and other Bay Area transportation agencies come together at least once a year to conduct emergency response exercises and training. (For more information on the Draft Transportation 2030 Plan's approach to safety, see "Getting There Safe and Sound" on page 66.)

Key Measures of Progress

- Number of injuries and fatalities at identified safety "hot spots"
- Pavement Condition Index (freeways and roads)
- Average age of transit fleet
- Progress in completing bridge seismic retrofit program

511 Puts Commuters In the Know

Harnessing the technological prowess for which the San Francisco Bay Area is famous, the region's 511 traveler information system provides up-to-the-minute, on-demand information for transit riders, drivers, carpoolers, vanpoolers and bicyclists. Part of a national rollout of 511 service, the Bay Area's system was launched in December 2002 through a partnership between MTC, the California Department of Transportation (Caltrans), the California Highway Patrol (CHP), dozens of the region's transit and paratransit operators, and RIDES for Bay Area Commuters Inc.

On the Phone, On the Web

The Bay Area is the largest metropolitan area in the U.S., and the first in California, to activate a 511 service. Available free of charge both on the phone at 511 and on the Web at www.511.org, the breadth and quality of the data on the Bay Area system is unmatched anywhere in the country. Key features include:

- Real-time traffic conditions and incidents including point-to-point driving times on routes throughout the Bay Area
- Fare, schedule and trip planning information for dozens of rail, bus, ferry and paratransit service providers in the Bay Area and adjacent counties
- An online ridematching tool for carpools and vanpools as well as other information on carpooling, vanpooling and shuttle services
- Bicycling information including an online bicycle map tool
- Updates on construction projects and special events affecting traffic
- Other relevant transportation information, such as options for travel to airports and information about commuter incentives

The foundation of MTC's 511 phone service is a state-of-the-art, interactive, voice-response system which eliminates the need for callers to navigate their way through a push-button menu. The voice-recognition feature even allows "short cuts" so experienced callers can bypass menu options to directly access their choices. Less than two years after its debut, the Bay Area system is now receiving close to 90,000 phone calls per week.

Tapping data from FasTrak™ electronic toll collection transponders and constantly updated information from Caltrans, the 511 Driving Times℠ feature tells motorists the current travel time between cities or major landmarks in the Bay Area, and if there are any incidents on the route. 511 Driving Times is also available on the Web at www.511.org.

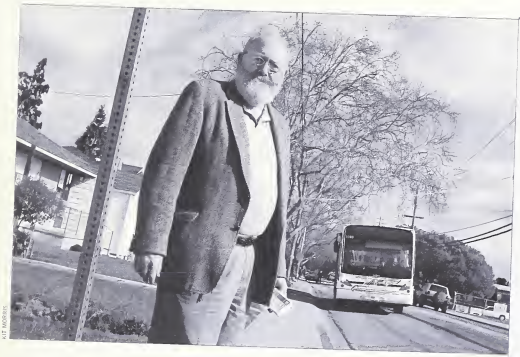
MTC's popular TakeTransit℠ Trip Planner, which generates personalized, door-to-door trip itineraries with schedules, fares, time estimates, transfer instructions (including interagency transfers) and walking maps,

is the centerpiece of the 511 Transit Web page. The 511 Transit page also provides a comprehensive resource for Bay Area transit riders with route maps, fares, schedules (including downloadable schedules for mobile devices), information on the Bay Area's popular destinations and other data for approximately 60 transit services throughout the region and in several adjacent counties.

Groundbreaking, Award-Winning

Implementation of the Bay Area 511 system by MTC and its partners provides a model for delivering comprehensive, accurate, reliable and timely transportation information within a large metropolitan region. The Bay Area 511 system was recognized by the Intelligent Transportation Society of America as the "Best New Product, Service or Application" for 2003. The 511 system also received a 2003 California Department of Transportation Award for transportation management, the 2003 Innovation Award from the American Public Transportation Association, and the Best Public Innovation and Best Partnership Awards from the California Alliance for Advanced Transportation Systems.

reliability



KIT MORGAN

A Reliable Commute

Every day people make choices about the easiest way to make trips to their jobs, shopping, school or recreation. As every traveler knows, certain corridors are heavily congested as too many vehicles try to get to too many places at the same time. Future regional growth will result in continued traffic problems throughout the Bay Area and in most of today's chronically congested corridors. However, travelers will benefit by having an expanded range of choices for making trips based on their personal requirements for travel time, cost, convenience and reliability.

Many of the building blocks for an effective multimodal regional transportation system are already in place. Over the years, extensive new transit, carpool and bike facilities have been created to provide new choices to travelers. In addition to these expanded choices, traffic management and operations strategies, such as incident detection and real-time information, and increased use of new technologies, are key to reducing the impact of traffic congestion on people's lives and businesses.

The public also perceives the need to fine-tune the system at key locations, where people connect between modes. Good connections require a range of strategies, from removing physical barriers, to better information, to having more services to connect to.

Finally, whether people make trips by bike, transit or car, they desire a certain amount of predictability in terms of how long their trip will take.The manufacturing and freight shipping industries also depend heavily on the delivery of products within specified time windows.

Objectives

- Provide travel options that are responsive to individual preferences for time, cost, convenience and trip reliability
- Increase the number of on-time trips
- Improve connections between transit systems and between freeway segments
- Improve information on travel conditions and options
- Make cost-effective use of new technologies to support objectives

Examples of Current Efforts

Regional customer service programs such as the 511 traveler information system (see facing page), FasTrak™ electronic toll collection system, freeway call boxes and roving tow truck patrols make the existing transportation system more reliable for travelers. Caltrans' Traffic Operations System (ramp metering, message signs, incident detection), as well as signal coordination and retiming help traffic flow more smoothly. Carpool lanes along with the newly proposed network of high-occupancy/toll (HOT) lanes and the Resolution 3434 Regional Transit Expansion Program will provide reliable travel alternatives in the most congested travel corridors. And funding for the Regional Bicycle Network will add reliable travel alternatives for shorter trips.

Key Measures of Progress

- Capacity added to the Metropolitan Transportation System
- Levels of service in congested corridors
- Progress with freeway ramp meters and traffic signal retiming
- On-time transit performance
- Effectiveness of incident management strategies
- New transit connectivity projects
- Progress in improving traveler information

Designing Travel Solutions at the Local Level

MTC is taking a grass-roots approach to identifying barriers to mobility and working to overcome them. With its Community-Based Transportation Planning program (CBTP), the agency has launched a collaborative planning process that involves residents in minority and low-income Bay Area communities, community and faith-based organizations that serve them, transit operators, congestion management agencies (CMAs) and MTC. The outcome of each planning process is a community-based transportation plan that includes prioritized, locally-identified transportation needs, as well as solutions to address them. Solutions could include fixed-route transit service, or other transportation services such as shuttles, bicycle options and auto-oriented options.

Setting Priorities, Ensuring Participation

The program evolved out of two reports completed for the 2001 Regional Transportation Plan (RTP) — the *Lifeline Transportation Network Report* and the *Environmental Justice (EJ) Report*. The Lifeline report identified travel needs in economically disadvantaged Bay Area communities and recommended community-based transportation planning as a way for communities to set priorities and evaluate options for filling transportation gaps. Likewise, the EJ Report identified the need for MTC to support local planning efforts in low-income communities throughout the region. Community-based transportation planning speaks to the environmental justice principle by ensuring the full and fair participation of minority and low-income populations in the transportation decision-making process.

MTC launched the CBTP program in October 2002 following the Commission's adoption of the CBTP program guidelines, which serve as a blueprint for program implementation. Several key guidelines are highlighted below.

- Each planning process will be a collaborative effort among local residents, community-based organizations, transit operators, CMAs and MTC, with CMAs serving as the lead agency to ensure local ownership upon completion of the plans.
- The results of the Lifeline Report will serve as the starting point for transportation gap analyses within each community.
- Each planning process will involve extensive community involvement, which will be tailored to each community to achieve maximum effectiveness.
- Final community-based transportation plans will contain the following essential elements:
  - Demographic analysis of the area
  - Documented community outreach strategies with results
  - A listing of community-prioritized transportation gaps and barriers
  - A listing of strategies or solutions to address identified gaps
  - A listing of potential funding sources for solution implementation
  - Identified stakeholders committed to implementing the plan
- Project findings will be forwarded to applicable local or county-level policy boards, as well as to MTC. Recommended service improvements will be forwarded to transit policy boards for consideration and incorporation into short-range transit plans, and to other appropriate policy boards for planning, funding and implementation discussions.

Launching a Pilot Program

To begin CBTP implementation, a pilot program was initiated in early 2003 in five of the 25 communities outlined in the CBTP guidelines. Included were:

- Alameda County: South Hayward/ Ashland/Cherryland
- Contra Costa County: Richmond/ North Richmond/Old Town San Pablo
- Napa County: the city of Napa (and surrounding communities)
- San Mateo County: East Palo Alto
- Solano County: Dixon

Community-based transportation plans for these communities were completed in 2004. Results were presented to transportation policy boards and used to inform local, county and regional planning efforts.

After assessing the results of the pilot program to determine successful approaches to project implementation, community involvement and the development of unique transportation solutions, MTC will implement community-based transportation planning in additional low-income Bay Area communities as outlined in the CBTP guidelines.

access

AC TRANSIT

Access to Mobility

MTC must consider the needs of all travelers in order to determine equitable distribution of mobility benefits. Certain segments of the population have fewer mobility options and therefore require special attention in transportation planning: households without a car, school children, older adults and the disabled. Removing existing barriers to mobility for older adults, the disabled, low-income persons and school children is a shared responsibility among many organizations, including transportation and social service agencies. While not the only solution to the mobility needs of these individuals, public transit will play a key role in many of the desired trips. The cost of transportation can also be a barrier to travel to work, school, medical services or basic shopping.

Objectives

- Identify barriers, such as gaps in service, affordability and safety
- Improve delivery of services by coordinating with a range of agencies
- Secure adequate resources to respond to lifeline mobility needs

Examples of Current Efforts

Identification of a Lifeline Transportation Network; Low Income Flexible Transportation (LIFT) investment program; ADA and paratransit funding; Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) projects in disadvantaged communities; various planning studies such as the Older Adults Transportation Study; Transportation Costs Study; Community-Based Transportation Plans (see facing page); social equity analysis for Transportation 2030.

Key Measures of Progress

- Amount of lifeline transportation service provided
- Progress in implementing transportation programs for older adults
- Progress in completing community-based plans
- MTC and transit operator Title VI reports

Revitalizing Communities With a Little "TLC"

At the local level, relatively modest transportation investments can yield outsized benefits. Modifying streetscapes and creating environments friendlier to pedestrians, transit riders and bicyclists can make communities more vibrant and attractive places in which to live and work. Building upon this momentum, communities can better focus their planning efforts on intensifying land uses and providing a diverse mix of uses to further enhance community livability.

To identify and nurture these kinds of projects, MTC launched the Transportation for Livable Communities (TLC) Program in 1998. The TLC program funds inclusive, "bottom-up" community planning and provides capital grants for project design and construction. In an effort to encourage the creation of higher-density, transit-accessible housing, MTC expanded the TLC portfolio in 2000 to include the Housing Incentive Program (HIP), which rewards cities and counties that encourage developers to provide dense housing within walking distance of major transit routes.

Awarding Dollars, Receiving Awards

Through 2002, close to $60 million has been awarded to some 150 planning, capital and HIP projects in scores of communities around the region.

TLC projects are located within downtowns, commercial cores, neighborhoods and transit corridors, particularly around the urban cores. Several projects are located in suburban and rural communities where downtown redevelopment activities are taking place. More than half of the TLC projects are located in disadvantaged communities around the region. Some $40 million in TLC funds have been allocated to projects that support improvements to pedestrian facilities — sidewalks, crosswalks, bulb-outs, medians — while the balance of TLC funds are spent on improving or creating new bicycle routes or transit access.

In 2002, the TLC program was selected as one of eight national winners in the American Association of State and Highway Transportation Officials' "Smart Moves: Transportation Strategies for Smart Growth" competition. In addition, the TLC program earned MTC a 2002 Association of Metropolitan Planning Organizations (AMPO) National Award for "Outstanding Overall Achievement."

ANNE TOONG

Popular Program, High Standards

From its inception, the TLC program has generated a great deal of interest from around the Bay Area. Faced with the tremendous demand for TLC funds, MTC continues to raise the bar in terms of project selection. And project sponsors from within the region, in turn, continue to rise to the heightened expectations, proposing creative transportation solutions to help address complex land-use challenges.

As the Bay Area strives to find innovative ways to influence regional growth and development, TLC provides a successful model of how a regional transportation agency can develop valuable partnerships with local governments to plan for more sustainable land-use patterns.

livable communities

PETER BELLER

A Region of Vibrant Neighborhoods

It is widely recognized that, over the long term, transportation and land-use decisions will affect regional travel patterns as well as opportunities within communities for biking, walking or using transit. The Bay Area's Regional Agency Smart Growth Project recommends that future development take place around major transit lines or in other infill locations within the urban core to increase regional housing stock and improve transportation options. There appears to be early consensus that, from the regional level, the most effective approach for achieving these desirable land-use patterns is through incentives to local government. In addition, smaller-scale projects funded through MTC's Transportation for Livable Communities and Housing Incentive programs (TLC/HIP) (see facing page) will continue to play a role in helping communities create vibrant neighborhoods while expanding travel options within these communities.

Objectives

- Create incentives to encourage transit-oriented development around regional transit systems and mixed-use development elsewhere
- Create new and safer ways to get around within communities by fostering walking and biking and connecting communities to transit
- Partner with local communities in developing transportation approaches that enhance community vitality for neighborhoods and retail centers

Examples of Current Efforts

Participation in regional Smart Growth initiative; expanded funding for TLC/HIP, Resolution 3434 regional transit expansion policies for supportive land-use plans around new transit lines; Transportation Planning and Land-Use Solutions (T-PLUS) — partnering with CMAs to help inform local land-use decisions.

Key Measures of Progress

- Number of TLC projects completed
- Number of new transit-oriented development projects assisted with HIP
- Number of new mixed-use development projects assisted with HIP
- Annual results of T-PLUS program

clean air

JOHN BEDNAR

Clearing the Skies

The federal and state governments have set standards to maintain healthy air. Over the last two decades, state and regional air quality agencies have achieved major reductions in chemicals that help form smog, and the Bay Area now meets the federal 1-hour ozone standard. While most reductions from motor vehicles come from strict state controls on vehicle engines and fuels, certain types of transportation investments can help reduce the number of vehicle trips and lower emissions through more efficient traffic flows on freeways and local streets. Maintaining good air quality will require increased emphasis on efforts to control emissions on specific days when ozone could reach unhealthy levels. New challenges will include tackling the reduction of small particulate matter from vehicles (an emerging health concern), and further collaboration with the Central Valley on reducing transport of pollution from Bay Area sources.

Objectives

- Achieve additional reductions in motor vehicle emissions through effective transportation control measures
- Working with the Bay Area Air Quality Management District, develop new episodic control strategies for predicted high-ozone days
- Help reduce particulate matter from buses and other heavy-duty vehicles

Examples of Current Efforts

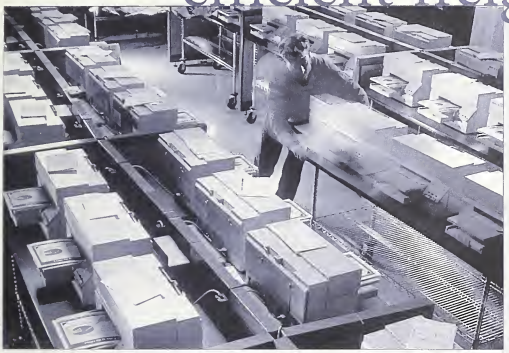
Ongoing implementation of various state and federal transportation control measures; funding for emission control devices on urban buses to lower ozone precursors and particulate matter. (See "New Strategies for Clean Air" on page 48 for more information on the Draft Transportation 2030 Plan's clean air initiatives.)

Key Measures of Progress

- Periodic analysis of consistency between the Transportation 2030 Plan, Transportation Improvement Program (TIP) and the federal air quality plan (also known as transportation "conformity")
- Progress in retrofitting urban buses with new emission controls
- Development of new episodic controls on Spare the Air days

Port of Oakland
TOM TRACY

efficient freight travel



Moving Goods to Market

Expected increases in population and a resurgent economy will contribute to increased truck movement throughout the region, especially near the Bay Area's major airports and seaports. Innovation in intermodalism has transformed the movement of freight, creating efficient connections between carriers, but ultimately the region's major freight corridors will need further expansion. Both congestion on key freight routes and the reliability of trip times have become major concerns for those who move freight within, into and out of the Bay Area. The increasing cost of moving freight in the region could contribute to a higher cost of living, while impediments in shipping freight could lead some industries to relocate.

Objectives

- Identify key improvements in the surface transportation system where public investment can help the freight industry
- Identify long-term capacity issues associated with cargo movement through airports and seaports
- Collaborate with the private sector to best leverage both public and private financial resources to improve freight-related infrastructure

Examples of Current Efforts

Regional Freight Initiative — to identify future freight improvement projects in the region and issues related to zoning protection for freight activities; advocacy related to new federal transportation reauthorization bill. (For more information on the Transportation 2030 Plan's freight policies, see "Moving Goods to Market" on page 74).

Key Measures of Progress

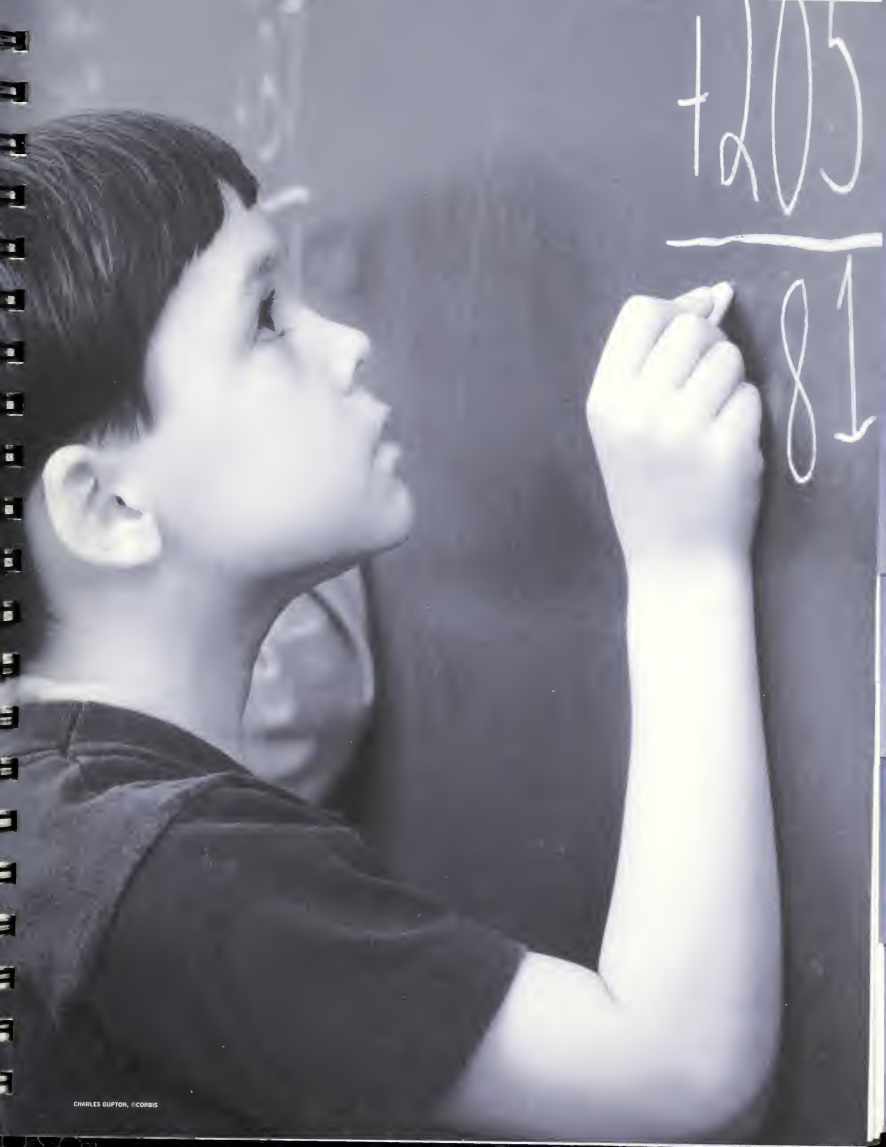
- Identification of key freight projects and associated funding
- Development of a regional truck network on local arterials
- Inclusion of a regional air cargo plan element in the next Regional Airport System Planning Analysis

- safety
- reliability
- access
- livable communities
- clean air
- efficient freight travel

Monitoring Our Progress

MTC will use the Key Measures of Progress listed with each goal to monitor the degree to which its actions, guided by policies set forth in Transportation 2030, advance the Transportation 2030 goals. The measures of progress will be reported as part of a comprehensive review of Transportation 2030 policies during the next long-range plan update.

MTC's promise to monitor how its policies and actions address the Transportation 2030 goals extends MTC's existing commitments to performance monitoring. MTC already reports regularly on the overall performance of the transportation system with respect to several of the Transportation 2030 goals. The *Bay Area Transportation: State of the System* report, published jointly by MTC and Caltrans District 4, includes performance statistics on the state of repair, mobility and safety of the region's transportation network. MTC also reports annually on the performance of regional services it offers directly to the traveling pubic. The *Project Performance Report* series tracks efficiency, effectiveness and customer satisfaction with the 511 Traveler Information System, TransLink® electronic fare payment system, roadside Call Box System and the Freeway Service Patrol roving tow truck program.



CHARLES GUPTON, ©CORBIS

trends

The way the Bay Area handles growth and transportation infrastructure needs will exert a powerful influence on how our region looks and functions in the years ahead. The success of the Bay Area economy accelerated the pace of job growth in the last decade, but housing and transportation supply were not able to keep up. Given the latest set of population and employment projections for the next 25 years, it is clear that transportation challenges will be even greater in the future as we look for more effective ways to serve the travel needs of the region's residents and employers, and the growing number of workers who commute to Bay Area jobs from outside the region.

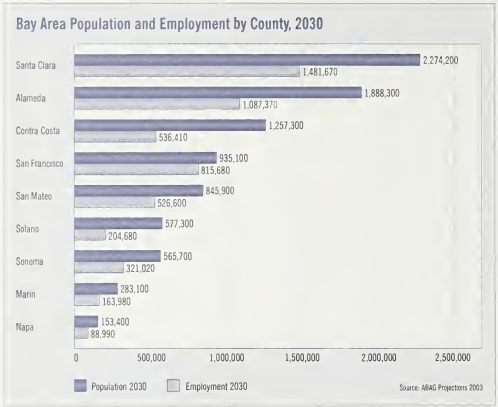
To probe the dimensions of this challenge, MTC utilized economic and demographic projections to forecast how much our population will grow, how many new jobs will be created and where new housing will be produced. We also rely on the most advanced computer-based travel forecasting technology to determine how much travel will occur, where people will go and what mode they will use. These tools help us understand how the investments proposed in the Draft Transportation 2030 Plan will lead to better mobility for the next generation.

Population, Employment and Travel Trends

Population and Employment

Today, the Bay Area is home to nearly 7 million people and supplies more than 3 million jobs — making our region California's second-largest population and economic center. From 1990 to 2000, the region's population grew from just over 6 million to 6.8 million people, an average increase of 1.3 percent a year. Annual job growth averaged a robust 2.2 percent during this same period. By 2030, job growth will continue to outpace population growth but to a lesser degree than in the previous decade. The Bay Area population will grow to 8.8 million by 2030, a 29 percent increase from 2000 or an average of 0.7 percent growth a year. Growth in employment will slow to 1.3 percent a year, reaching a total of 5.2 million jobs in 2030.

Sixty-two percent of the region's population will be found in Santa Clara, Alameda and Contra Costa counties, which will collectively house over 5 million residents. Jobs will remain concentrated in Santa Clara, Alameda and San Francisco counties, with 3.3 million jobs in these three counties. (See graph on "Population and Employment by County," page 24.)



Top 10 Population Growth Cities

City	2000–2030 Change
San Jose	385,457
San Francisco	158,367
Oakland	122,116
Fremont	53,687
San Ramon*	46,278
Fairfield	46,122
Dublin	44,527
Santa Rosa	43,405
Pittsburg	42,431
Vacaville	41,975

*Includes Dougherty Valley

Source: ABAG Projections 2003

Top 10 Job Growth Cities

City	2000–2030 Change
San Jose	188,760
San Francisco	181,250
Oakland	69,790
Santa Rosa	55,420
Fremont	55,280
Livermore	44,650
Unincorporated	40,300
Santa Clara	35,560
Sunnyvale	32,370
Concord	26,170

Source: ABAG Projections 2003

Several changes in the Bay Area's demographics will have strong transportation implications. While about 10 percent of Bay Area residents are age 65 or older today, this age group will comprise nearly 25 percent of the population in 2030. Furthermore, the number of people over age 85 will double by 2030. Meeting the mobility needs of the Bay Area's aging population will mean changes in a number of areas, from the design of cars to funding for paratransit systems.

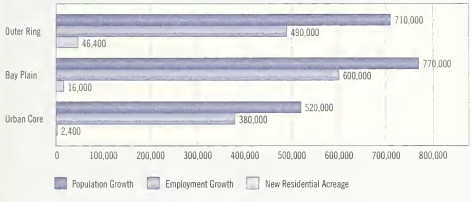
As an indicator of the powerful socio-economic changes within California, the percentage of non-Hispanic whites will decline to 34 percent of the total Bay Area population in 2030 from 50 percent in 2000. Latinos will increase to 31 percent and Asians to 24 percent. The African American population will decrease slightly to 6.5 percent. However, changing demographics could also increase disparities between income groups, possibly leaving some residents with fewer travel options.

Economically, increases in income levels will affect transportation choices as well. Average household income in the Bay Area will rise in real terms from $92,000 in 2000 to $118,000 in 2030. The level of auto ownership is likely to rise along with income, as more families will be able to purchase additional vehicles.

The Direction of Future Growth

Transportation 2030 looks at the future through the lens of the Projections 2003 forecast (see "Land Use and Growth," page 32) prepared by the Association of Bay Area Governments (ABAG). This forecast assumes that a significant share of new development will occur in infill opportunity zones in the urban core and, to a lesser extent, in existing suburbs. Indeed, the three largest urban centers — San Jose, San Francisco, and Oakland — are projected to lead the region in population and job growth (see tables above). Growth will continue to occur in other cities and suburbs throughout the region with an emphasis on development around regional transit hubs, urban neighborhoods and older suburbs.

Population Growth, Employment Growth and New Residential Acreage, 2000–2030



Source: MTC analysis of ABAG Projections 2003

Residential Density

Persons per residential acre, 2000–2030

Ring	2000	2030
Urban Core	36.1	44.9
Bay Plain	13.8	16
Outer Ring	6.1	7.3
Region	11.6	13.5

Source: MTC analysis of ABAG Projections 2003

> "THE FORECAST ASSUMES THAT A SIGNIFICANT SHARE OF NEW DEVELOPMENT WILL OCCUR IN INFILL OPPORTUNITY ZONES IN THE URBAN CORE."

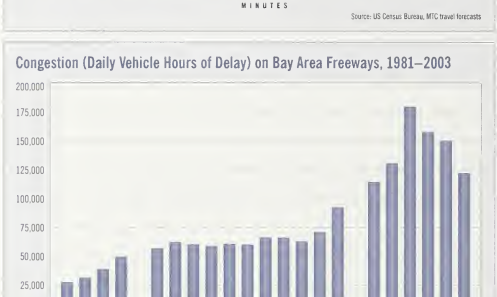
To better understand future growth trends, it is useful to summarize growth in population, employment and residential acres by three land-use patterns within the region: at the center are the urban cores, consisting of San Jose, San Francisco and Oakland (with adjacent Emeryville and Berkeley). Around these cities is the Bay Plain, consisting of the inner suburban communities between the Bay and the surrounding hills. The outer ring is comprised of the more distant suburbs and agricultural land that make up the rest of the nine-county area. The graph above shows that the urban core will accommodate about 25 percent of the population increase. The remaining population growth will be split about evenly between the outer ring and the Bay Plain. This represents a marked change from current growth patterns under which, if projected into the future, approximately 10 percent of population growth would occur in the urban core and more than 50 percent in the outer ring.

The growth pattern assumed under Projections 2003 is characterized by increases in average development density, particularly in the urban core, reflecting an interest in preserving agricultural lands and open space. With a strong emphasis on infill and transit-supportive development, residential densities in the urban core will increase significantly from 36.1 to nearly 44.9 persons per residential acre. At the other end of the spectrum, residential densities in the outer ring will increase just marginally from 6.1 to 7.3 persons per residential acre (see table above).

The Nature of Travel in 2030

Travel decisions are influenced by many factors, including the need to attend school, get to work, visit the doctor, shop or buy groceries, catch a flight at an airport, or even just the desire to play in the neighborhood park. Estimating the amount of travel that will occur in the future is a complex task that involves determining the types of trips made, the geographic origins and destinations of trips, and the travel time and cost factors that influence decisions about whether people will use a car, take transit or walk to make their trips. Every 10 years, MTC updates information on personal travel behavior by collecting key information from a sample of Bay Area households (including retired people and people who work at home). This information is then fed into computer models that project how much travel will occur, where people will travel and how they will travel.

Available data from the 2000 US Census provides information on the travel patterns within the Bay Area. In 2000, residents made an estimated 21 million trips on an average weekday, which is 3 million more trips than in 1990. Not only are Bay Area residents traveling more, many trips are taking longer. An average Bay Area commute took 24.3 minutes in 1980, 25.6 minutes in 1990 and 29.4 minutes in 2000. With the increases in population



		2000**	2030**
1	Other*	28%	28%
2	Work	25%	27%
3	Shopping	25%	25%
4	Recreation	12%	12%
5	School	11%	9%

*All trips refer to trips that originate from the home except for "other" trips, which originate from places other than home (e.g., work-based errands)

**Percentages do not sum to 100 percent due to rounding

Source: MTC travel forecasts

and employment expected to occur in the region, it is no surprise that the average travel time to get to work will increase to 31.1 minutes in 2030 (see graph at top of page). While development patterns and lifestyle choices certainly have contributed to growth in commute time, increasing traffic congestion is a major factor. A gradual growth in traffic congestion occurred through the 1980s and mid-1990s with a dramatic increase leading up to 2000. Congestion has declined in the past several years with the relatively cool Bay Area economy, and by 2003 had fallen back to 1999 levels (see lower graph above).

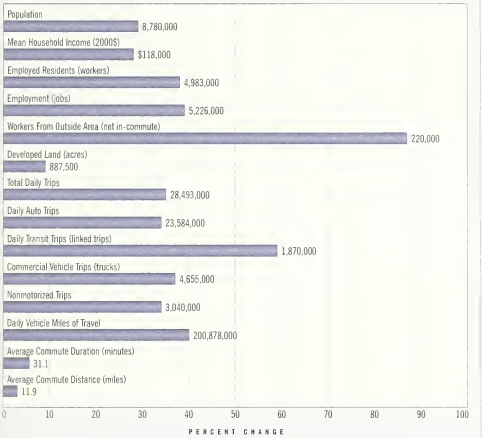
The total number of daily trips made by Bay Area residents is projected to grow by 35 percent to a total of 28.5 million by 2030. Similar to today, just over a quarter will be work-related. Work trips typically define the peak demand for the transportation system because of their length and timing. Other major trip purposes include travel to shopping, recreation and school (see pie chart above).

"TRAVEL ACTIVITY AS REFLECTED BY DAILY TRIPS INCREASES AT A HIGHER RATE THAN POPULATION GROWTH BUT AT A LOWER RATE THAN EMPLOYMENT GROWTH."

Truck trips will grow 37 percent to 4.7 million in 2030. Most truck traffic will occur in the same corridors that serve as major truck routes today: I-880 serving the Port of Oakland and major industrial areas in Alameda and Santa Clara counties; I-580 linking the Bay Area to the Central Valley; and Highway 101 serving San Francisco International Airport (a regional hub for air cargo) and the population and industrial centers of San Francisco, San Mateo and Santa Clara counties.

Regional Demographic and Transportation Indicators

Bay Area Total in 2030 and Percent Change From 2000



Source: MTC travel forecasts and ABAG Projections 2003

Work Trips by Mode, 2000 and 2030

Mode Share	2000	2030	Change
Drive Alone	71.0%	68.1%	-2.9%
Carpool	13.7%	13.9%	0.2%
Transit	10.9%	13.3%	2.4%
Walk	3.3%	3.3%	0.0%
Bicycle	1.1%	1.4%	0.3%

Source: MTC travel forecasts

All Trips by Mode, 2000 and 2030

Mode Share	2000	2030	Change
Auto*	83.7%	82.8%	-0.9%
Walk	9.2%	9.2%	0.0%
Transit	5.6%	6.6%	1.0%
Bicycle	1.5%	1.4%	-0.1%

*Drivers and passengers

Source: MTC travel forecasts

One way to put travel projections into perspective is to compare them with other key indicators, as in the bar graph above. Travel activity as reflected by daily trips increases at a higher rate than population growth but at a lower rate than employment growth. The number of trips by walking and bicycling (nonmotorized trips) and by automobile will increase at rates comparable to the overall growth in trips (34 percent each). Transit ridership, however, is projected to increase almost twice as fast (59 percent), reflecting assumptions that much new population and employment growth will be focused in the urban core areas and along transit corridors.

The noteworthy growth in transit ridership represents a slight but significant change in travel patterns, particularly for travel to work. While automobiles will continue to be the most popular mode of travel, the share of all work trips by automobile (drive-alone and carpool) will drop from close to 85 percent in 2000 to 82 percent in 2030. All of the decrease results from a drop in the share of drive-alone trips. There is a corresponding increase in the share of work trips by transit, which will rise to 13 percent in 2030 from just under 11 percent in 2000 (see table at top right). When it comes to all trips (work and nonwork trips), automobiles will account for 83 percent of trips and transit trips for just fewer than 7 percent of trips. Walking is a more common mode of travel when it comes to all trips (9 percent), though it makes up just over 3 percent of work trips (see tables above).

The increase in the share of work trips by transit, though small in percentage terms, represents a significant increase in the number of additional people taking transit each day. The net increase in 2030 is 433,000 transit riders on an average weekday or about 108 million additional transit riders each year. This is slightly more than the number of people who rode BART in all of 2003. Added capacity will be required in order to accommodate the increased demand on those bus and train systems that are already crowded at peak commute hours, such as BART through the transbay tube, Muni trunkline bus and light-rail routes, and downtown rail stations.

Daily Travel Patterns

Bay Area residents crisscross the region daily in an intricate pattern of trips that is largely shaped by where people live and work. As can be seen in the map on the facing page, most people's trips in 2030 will begin and end in the county where they live. Trips within counties account for approximately 85 percent of all trips and 70 percent of all work trips, and this percentage will remain stable over the next 25 years.

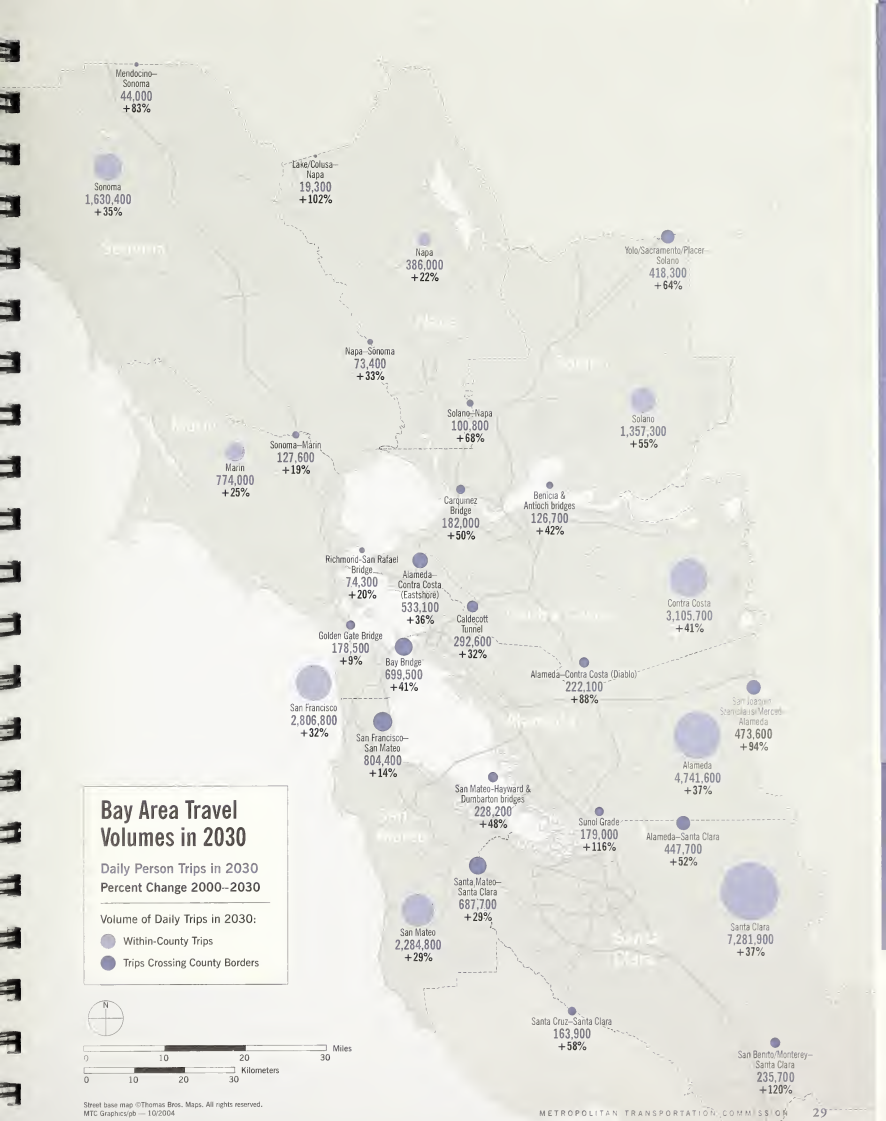
One way to assess future travel patterns is to look at the number of trips made in either direction across "screenlines," that is, the number of trips crossing a particular geographic location, typically the boundary between two counties or between two subareas within a county. Many of the major transportation investments in Transportation 2030 are directed at trips across these screenlines, which reflect the major travel markets. The busiest screenlines within the region include the San Francisco-San Mateo county border, the San Francisco-Oakland Bay Bridge, and the San Mateo-Santa Clara county border, which are characterized by some of the region's most robust transit service.

The most significant change in daily trips between Bay Area counties from 2000 to 2030 will occur over the Sunol Grade between Alameda and Santa Clara counties (116 percent increase in daily trips), within the I-680 south corridor between Contra Costa and Alameda counties (88 percent increase in daily trips) and between Napa and Solano counties on routes 12 and 29 (68 percent increase in daily trips).

ANDY FARKAS/SAN FRANCISCO CHRONICLE

> "MOST PEOPLE'S TRIPS IN 2030 WILL BEGIN AND END IN THE COUNTY WHERE THEY LIVE."

Gateways into the Bay Area from neighboring counties represent some of the fastest-growing travel markets, as the number of Bay Area workers who commute from neighboring counties will continue to rise due to the higher cost and relative scarcity of housing with the region. Although Transportation 2030 calls for more housing within the region than would be expected under current trends, the odds are stacked against a complete correction of the current Bay Area housing deficit in the next 25 years. Of course, people will travel to the Bay Area from neighboring counties for other reasons, too, including for shopping, recreation, school and other purposes. The busiest regional gateway in 2030 will be the Alameda County/Central Valley border, which will witness 474,000 daily trips for work and other purposes on an average weekday. Only the northern- and southernmost gateways are expected to grow faster, though they will be less busy in terms of absolute number of trips. At the southern tip of the region, the number of daily trips at the gateway between Santa Clara County and the counties of San Benito and Monterey will increase 120 percent. Daily trips at the northernmost gateway between Napa County and Lake County, though small in total number, will grow 102 percent, overloading the largely rural and winding roads in that part of the region.



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MTC Graphics/pb — 10/2004

Average Commute Distance in 2030

County of Residence	Distance (miles)	Change from 2000
Alameda	12.3	6%
Contra Costa	16.0	3%
Marin	11.4	-11%
Napa	16.1	39%
San Francisco	6.1	-15%
San Mateo	10.0	-6%
Santa Clara	9.5	-3%
Solano	22.9	26%
Sonoma	13.2	-12%
Bay Area Average	11.9	3%

Source: MTC travel forecasts

Work trips, because they are largely concentrated during a few hours each day, exert the greatest pressure on the regional transportation system. Not surprisingly, workers who live in job-rich counties will have shorter commutes than workers from other parts of the Bay Area. San Francisco residents will have particularly short commutes due to the density of development as well as the number of jobs. Santa Clara County residents will have the next-shortest average commutes due to the large numbers of jobs in employment centers throughout the county. The workers with the longest average commutes will be those living in Solano, Napa and Contra Costa counties (see table above). Napa and Solano counties, which are located farthest from existing and future regional employment centers, are the only counties in which the average commute distance in 2030 reflects a significant increase compared to today. In fact, the average commute distance is projected to decrease by 2030 for residents of five counties. This likely reflects efforts to locate new housing in developed urban and suburban communities, close to county employment centers. Of course, these average commute statistics do not show variation within counties, where residents in the more developed urban and suburban areas typically have shorter commutes than those living elsewhere in the county.

Erosion of the Purchasing Power of the Federal Excise Tax on Gasoline Due to Inflation (1996–2009)

Source: MTC

Transportation Funding Outlook

While the region's demand for transportation capacity and service will continue to grow, existing sources of transportation funding have not kept up with the recent growth in travel and are expected to lag even further in the future.

There is an immediate funding crisis at the state level, where funding for transportation has slowed to a trickle over the past few years as the governor and state legislators have borrowed liberally from transportation funds (revenues from gasoline taxes and sales tax on gasoline) to close state spending gaps unrelated to transportation. Between 2001 and 2005 more than $3 billion in gasoline sales tax revenue will have been siphoned from transportation accounts to balance the state budget. In the early 1990s, when the state experienced a somewhat milder drop in funding for transportation improvements, transportation investments were kept afloat by increases in federal funding for transportation; however, this is unlikely to happen in the near future as the proposed six-year federal reauthorization funding level is expected barely to keep pace with inflation.

> "GAS TAX REVENUE, THE PRINCIPAL SOURCE OF TRANSPORTATION FUNDING, IS LOSING VALUE OVER TIME AND THERE IS A LACK OF POLITICAL WILL TO REVERSE THIS TREND."

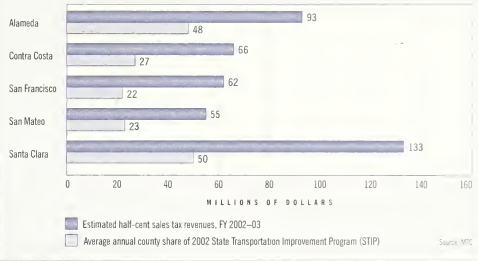
Underlying the near-term crisis is a larger structural problem: gas tax revenue, the principal source of transportation funding, is losing value over time and there is a lack of political will to reverse this trend. Neither the state nor the federal gas tax has been raised in over a decade. Since the state gas tax was last raised in 1990 (from 9 to 18 cents) it has lost 25 percent of its purchasing power to inflation. The federal gas tax was last raised by 2.5 cents to 18.4

cents in 1993 and has similarly lost value to inflation (see bar graph on facing page). To make matters worse from a finance perspective, as automobile fuel efficiency continues to improve (a good thing from an air quality perspective), the link between gas tax revenues and traffic congestion and roadway wear and tear will erode even further. Despite these discouraging trends, neither Congress nor the state Legislature have taken action to generate more revenue through fuel taxes.

As state and federal funding have failed to keep pace with growing demands for transportation investments, local funding sources have become increasingly important. In each of the Bay Area counties with a local transportation sales tax in place, the proceeds from this levy exceed the transportation funding the county receives from the state (see bar graph at top right). The four Bay Area counties that have been unable to pass a local sales tax find themselves in an especially deep transportation deficit. A good example is Sonoma County, where the only freeway and main north-south artery (U.S. 101) remains a four-lane road — just as it was built in the 1960s — despite a 184 percent increase in population and 395 percent increase in jobs.

While local sales taxes have become a key piece of the funding puzzle, they are not likely to be a silver bullet for the funding challenges ahead. Under current law, a local sales tax can be passed or renewed only with a two-thirds majority vote. Some Bay Area counties have failed multiple times to marshal the necessary votes to pass a local sales tax for transportation. In addition, the same economic forces that precipitated the current state funding crises have affected local transportation sales tax revenues as well. Between 2001 and 2002 local transportation sales tax receipts declined between 10 percent and 21 percent in four of the five counties with measures in place (see table above). Lastly, the increasing reliance on general sales tax further attenuates the link between the amount of travel and revenue generation, which introduces an inherent inefficiency.

County Transportation Sales Tax Revenues Compared to State Transportation Funding



Bay Area County Half-Cent Transportation Sales Tax Receipts

	FY 2000–01 (millions)	FY 2001–02 (millions)	FY 2002–03 (millions)	Change FY 2000–01 to FY 2002–03
Alameda	113.2	101.0	92.7	-18.1%
Contra Costa	64.7	65.6	65.8	1.7%
San Francisco	77.5	63.9	61.9	-20.2%
San Mateo	68.7	58.6	54.9	-20.1%
Santa Clara	190.0	149.9	132.7	-30.2%

Source: MTC

Summary

This "big picture" look at regional growth, travel trends and the transportation funding outlook provides the planning context for the Draft Transportation 2030 Plan. It is clear that the transportation environment is relatively organic, requiring us to adapt quickly to predictable and unexpected changes. Keeping this in mind, the following chapter explores the financial foundations for the plan.

Bay Area Land Use and Growth Patterns: From Vision to Policy

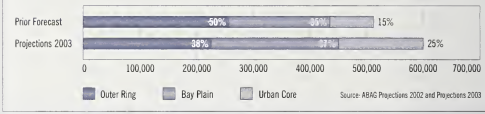
As with past long-range transportation plans, the Transportation 2030 Plan uses the economic-demographic forecasts produced by the Association of Bay Area Governments (ABAG) — the latest forecasts being Projections 2003. In a departure from previous forecasts, Projections 2003 is founded on a vision of how the Bay Area might wish to direct residential and job growth in the future based on alternative land-use policies developed through ABAG's Smart Growth Project. The outcome of this planning effort was the Smart Growth Vision for the region — a new growth pattern that builds supportive development around transit stations and directs growth into revitalized central cities and older suburbs.

ABAG translated the Smart Growth Vision into specific economic and demographic forecasts for Projections 2003, reflecting market forces as well as the principles and strategies of the Smart Growth Vision. The forecasts show what the region could look like if local jurisdictions, the state and other agencies begin to implement the necessary policies to direct growth consistent with the Smart Growth Vision. While Projections 2003 does not achieve all of the Smart Growth Vision's numeric goals for directing new growth to already-developed areas, it does illustrate how the region as a whole can move in this direction. While state and regional policy changes will help to meet the Projections 2003 trends, changes to existing local general plans will be the deciding factor.

Transportation 2030 Demographic Forecasts (Projections 2003) Compared to the Prior Forecast, Year 2025

Source: ABAG Projections 2002 and Projections 2003

Location of New Households in Projections 2003 and Prior Forecast, Year 2025



Source: ABAG Projections 2002 and Projections 2003

Increasing the amount of housing within the Bay Area to accommodate the region's growing workforce and slow the movement of Bay Area workers to neighboring counties for more affordable housing is among the key principles of the Smart Growth Vision. In carrying out this principle, ABAG forecasts 88,000 more households and 234,000 more residents in the Bay Area in 2025 in Projections 2003 as compared to its prior Projections 2002 forecast. Projections 2003 similarly shows an increase of 155,000 in the number of employed residents in 2025 compared to Projections 2002 (see top bar graph). As a result, the growth in the number of Bay Area workers who commute from neighboring counties will be slower than one would assume based on prevailing growth patterns. Furthermore, Projections 2003 projects 220,000 Bay Area workers will reside in neighboring counties in 2030, whereas Projections 2002 projected this number would reach 265,000 by 2025.

The Smart Growth Vision also calls for changes in the location of future growth. To slow the loss of agricultural land and open space to new development, a larger share of new housing and commercial development would be directed along major transit corridors and to infill opportunity zones in urban and suburban communities. Consistent with this principle, Projections 2003 shows 25 percent of new households created between 2000 and 2025 would be located in the urban core composed of San Francisco, San Jose and Oakland, a substantial increase over the 15 percent shown in past forecasts. Similarly, the share of new housing located in the outer ring (composed of the more distant suburbs and current agricultural land) decreases to 38 percent in Projections 2003 from 50 percent in the prior forecast (see lower bar graph).

JULIA SMITH, GETTY IMAGES

financial foundation

This chapter documents the financial assumptions that go into the financially constrained element of the Draft Transportation 2030 Plan, and identifies how much money is available to address critical transportation needs. This financially constrained element, composed of federal, state, regional and local revenues, is what we think we can afford over the next 25 years with currently available revenues — our "down payment" on future mobility, so to speak. MTC has developed a series of "calls to action" that will be needed to address projected funding shortfalls and support our overall vision for the Transportation 2030 Plan.

The Draft Transportation 2030 Plan applies three broad approaches for improving our transportation system — adequate maintenance, system efficiency and strategic expansion. Each effort will call upon us to make tough decisions on what investments we make. The bottom line, however, is that the vision element of the Draft Transportation 2030 Plan will fall short of full implementation due to scarce resources. The Bay Area will need to find new revenue to meet the transportation challenges ahead.

The Down Payment

Financial Assumptions

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) instituted a requirement that long-range transportation plans be financially constrained. Successor legislation, the Transportation Efficiency Act for the 21st Century (TEA 21), passed in 1998, reaffirmed this federal planning mandate. TEA 21 expired on September 30, 2003. Congress has not yet passed new authorizing legislation, but it appears likely that the "financial constraint" feature of current law will continue.

The financial assumptions for the financially constrained element of the Draft Transportation 2030 Plan are as follows:

- Federal highway revenues for Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Transportation Enhancements are assumed to grow at a rate of 3 percent annually based on the average apportionment levels that the Bay Area received during TEA 21.

- Federal transit revenues for Federal Transit Administration (FTA) Sections 5307, 5309, 5310 and 5311 are assumed to grow at a rate of 3 percent annually based on the fiscal year (FY) 2004 appropriation levels.

- Senate Bill 45 currently lays out the program structure and distribution formula for state revenues. This law is assumed to continue over the next 25 years. State revenues for the State Highway Operations and Protection Program (SHOPP), the State Transportation Improvement Program (STIP), and State Technical Assistance (STA) are assumed to grow at rates consistent with Caltrans' long-range travel and fuel forecasts.

JOHN GLASGOW

- In March 2002, California voters approved Proposition 42, a measure that transfers sales tax on gasoline from the General Fund to transportation purposes. Starting in FY 2008–09, Proposition 42 is scheduled to augment the STIP, STA, and local streets and road gas tax subventions by formula shares.

- The Bay Area is projected to receive its historic share of the federal and state discretionary revenues described above.

- Regional toll revenues are based on projected travel demand on each of the region's toll bridges.

- Revenues from Assembly Bill 1107 half-cent sales tax for the three BART counties of Alameda, Contra Costa and San Francisco are assumed to grow at an average growth rate of 6 percent, based on the Center for Continuing Studies on the California Economy's (CCSCE) 20-year taxable sales projections.

- Revenues for the Transportation Development Act, the quarter-cent sales tax imposed statewide, are based on the CCSCE taxable sales projections for each county.

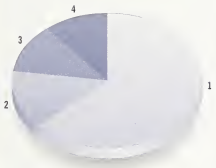
- County transportation sales tax revenues for Alameda, Contra Costa, San Mateo, San Francisco and Santa Clara are based on CCSCE projections. Measures that sunset during the next 25 years (Alameda, Contra Costa, San Mateo) are assumed not to be renewed. In the financially constrained element of this plan, no new transportation sales taxes are assumed for those counties where they presently do not exist (Marin, Napa, Solano and Sonoma counties).

- Local streets and roads revenues include state gas tax subventions, county sales tax subventions and other local funds. A regionwide growth rate was applied to estimate these revenues over the next 25 years.

- Transit fares are expected to keep pace with inflation during the 25-year period. Projected revenues for operator-specific fund sources — such as the Golden Gate Bridge toll, AC Transit and BART property taxes, and San Francisco Muni general fund and parking revenue — have been provided by the respective operators.

Projected 25-Year Revenues

Financially Constrained Element



		Billions of Dollars*	Percent of Total
1	Local	$71	63%
2	Regional	$16	14%
3	State	$14	12%
4	Federal	$13	11%
	Total	$113	100%

*Dollars do not sum to Total due to rounding

Transportation 2030 Budget

Applying these assumptions to the main transportation revenues sources yields a 25-year revenue estimate of approximately $113 billion. This becomes the budget for the financially constrained element of the Draft Transportation 2030 Plan. As shown in the pie chart above, most of these funds are from local sources, primarily transit fares, dedicated sales tax programs, state gas tax and county sales tax subventions to local streets and roads. Making up a smaller piece of the pie are state and federal revenues, mainly derived from gas taxes, and regional sources, mostly bridge tolls (including the recent voter-approved Regional Measure 2 Toll Bridge Program) and BART sales tax revenues.

Making the Down Payment

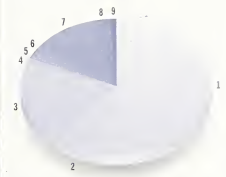
MTC begins by directing the projected $113 billion in available funding to the region's core investments. This is what we can afford to pay — our down payment. Prioritizing these funds for worthy projects and programs is a necessary first step of this plan.

The full impact of working within a $113 billion budget can only be appreciated when matching available revenues against the costs incurred in managing a bustling transportation system. Accordingly, MTC prepared estimates of the maintenance and operating costs for components of the transportation system. With these estimates in place, MTC can begin making commitments to fund these core investments.

The spending recommendations proposed by the Draft Transportation 2030 Plan are focused on maintaining and operating the existing transportation system efficiently and making strategic investments to keep pace with the Bay Area's projected growth over the next 25 years. As shown in the pie chart to the right, $92 billion of our down payment — about 81 percent — will go toward the ongoing maintenance and rehabilitation of the region's transportation infrastructure. The remaining expenditures include another $4 billion (4 percent) to operate and manage the system more efficiently and close to $17 billion (15 percent) to expand our highways, transit and local roads. The specifics on where to invest and how much of a down payment this plan proposes to make is explored in greater detail in the following chapter.

Draft Transportation 2030 Plan Expenditures

Financially Constrained Element



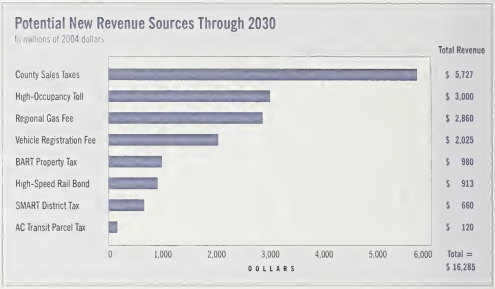
		Billions of Dollars	Percent of Total
Adequate Maintenance			
1	Transit	$60	52%
2	Highway	$10	9%
3	Local Roads	$22	20%
System Efficiency			
4	Transit	$1	1%
5	Highway	$1	1%
6	Local Roads	$2	2%
Strategic Expansion			
7	Transit	$12	11%
8	Highway	$4	3%
9	Local Roads	$1	1%
Total		$113	100%

While the funding picture presented here covers most of the region's projected transportation expenses, it does not capture the "universe" of transportation spending in the region. For example, the $113 billion does not include airports, seaports, and private freight and rail operations. Neither does it include the tremendous personal expenditure on transportation by individuals, largely through out-of-pocket costs for automobiles — purchase price, gasoline, insurance, etc.

Funding the Transportation 2030 Vision

Although a vast sum of money, the $113 billion budget is not enough. The Bay Area is faced with tremendous funding shortfalls just to maintain the existing transportation network, including transit operating and capital replacement ($5.6 billion) and local streets and roads maintenance ($6.5 billion). Our state highway system continues to age and fall into a state of disrepair due to a $7 billion shortfall. Full deployment of our regional operations programs such as TransLink®, 511, Freeway Service Patrol, call boxes and freeway system management improvements — all of which are designed to squeeze more mileage from the existing transportation system — is short-circuited due to a $419 million shortfall. Bicycle and pedestrian needs aren't fully funded. And opportunities for us to make strategic expansion investments in our transit and roadway systems are missed because the dollars just aren't there.

The next big step for Transportation 2030 is to develop a regional strategy to address significant shortfalls in maintaining our local roads and transit networks, and to fund system efficiency and capacity investments to keep pace with the region's growth. We must forge a strong regional consensus around this strategy, and generate the momentum needed to deliver it within the near term. The implied timeframe for this Transportation 2030 vision is within the next five to 10 years if it is to represent a real "call to action." To this end, the plan defines a set of complementary revenue and policy measures to guide our efforts to restore our roads, squeeze more efficiency out of the system and improve regional mobility. Each call to action is predicated on steps that MTC believes to be realistically achievable in the years ahead.



Success in carrying out this vision will require imposing higher transportation fees and taxes to generate much-needed revenues. This is a steep hill to climb, and MTC will need all the help we can get from our local partners, state legislators and members of Congress to deliver new funding and better mobility. Most of all, we will need the active participation of an engaged Bay Area citizenry to carry the day.

Call to Action and Advocacy

Key transportation revenue sources that MTC — along with our transportation partners and stakeholders — will pursue include new and renewed county-level transportation sales taxes, a new BART property tax, a new AC Transit parcel tax, a new Sonoma Marin Area Rapid Transit (SMART) district tax, a high-speed rail general obligation bond, a new vehicle registration fee, a new regional gas fee, and toll revenues from a Bay Area high-occupancy/toll (HOT) network. These new revenue sources could generate as much as $16.3 billion for additional transportation investment in the region over the next 25 years (see graph above).

Equally important in the search for new revenue is the need to select the right infrastructure investments once funding is secured. MTC supports a performance-based approach that weighs competing projects in a given corridor against each other according to criteria such as cost-effectiveness and congestion relief (see "Assessing Investments" on page 38).

County Transportation Sales Taxes

Local transportation sales tax measures have been the bulwark of the Bay Area's transportation funding in response to the reluctance of the state and federal governments to raise the fuel tax. Five urban Bay Area counties have successfully enacted voter-approved transportation sales tax initiatives. Three of these, Santa Clara, Alameda, and most recently,

San Francisco, have renewed their existing sales tax measures for 30, 20 and 30 years, respectively. The sales tax measures in the remaining two counties, Contra Costa and San Mateo, will expire before 2010. Both counties will seek voter approval to renew their measures in the November 2004 elections. Hoping to join the "self-help" movement, Marin, Sonoma and Solano counties also will place sales tax measures before the voters this fall. Napa County attempted to be a part of this year's wave of sales tax measures, but failed to gain the necessary board approvals to place it on the ballot.

High-Occupancy/Toll (HOT) Network

MTC views the HOT concept as a promising strategy to expand the region's HOV lane system and to introduce a pricing signal to motorists and encourage wise use of the highway network. Bonds could be issued against the new toll revenue to finance construction of HOT lanes where gaps exist in the HOV network, and to operate additional transit and rideshare services in a given HOV corridor. State legislative approval was recently secured to test this concept in Alameda and Santa Clara counties. HOT lanes already are successfully deployed in Orange and San Diego counties as well as in Houston, Texas.

Regional Gas Fee

MTC has legislative authority to seek voter approval of up to a 10-cent-per-gallon gasoline fee in Bay Area counties for identified transportation improvements. Revenues raised may help fund local streets and roads maintenance, transit capital replacement and operations, freeway system efficiency strategies and arterial strategies. Previous MTC polls have indicated some receptivity to a two- or three-cent levy, perhaps to maintain local roads ("pennies for potholes") and support transit capital replacement and operations. MTC assumes that a 5-cent-per-gallon gasoline fee (perhaps with a simple majority vote) could be implemented in the near- to mid-term horizon of the Transportation 2030 Plan.

Vehicle Registration Fee

The region could pursue legislative approval for a $20 vehicle registration fee for the Bay Area. The recent state legislative session saw two attempts — one successful and one not — to impose new vehicle registration fees. Winning passage was Assembly Bill 1546 (Simitian), which authorizes the San Mateo City/County Association of Governments to impose a fee of up to $4 on motor vehicles registered in the county for the management of traffic congestion and stormwater pollution. Failing to win approval, however, was Assembly Bill 574 (Yee), which would have authorized the City and County of San Francisco to impose a fee on motor vehicles registered in the county for the construction, improvement and maintenance of local streets. Due to the scarcity of funding for local street and roads maintenance, MTC would advocate that cities and counties use vehicle registration fee revenues to backfill their road maintenance needs.

BART Property Tax

BART has placed a $980 million general obligation property tax bond measure on the November 2004 ballot in Alameda, Contra Costa and San Francisco counties to seismically retrofit the Transbay Tube, as well as some stations and elevated tracks.

High-Speed Rail Bond

The California High-Speed Rail Authority plans to seek voter approval of $9.9 billion in general obligation bonds in 2006 to fund the initial stages of a high-speed rail network between southern California, the Bay Area and Sacramento. It will be fully integrated with the state's existing mass transportation network. The total price tag of the statewide high-speed rail system is about $37 billion. The Authority likely will need to incrementally implement high-speed rail segments and seek additional funding to develop a statewide high-speed rail system.

SMART District Tax

The Sonoma Marin Area Rapid Transit (SMART) District plans to pay for the capital and operating costs of a commuter rail project extending from Cloverdale to San Rafael by levying a 20-year, quarter-cent sales tax starting in 2007 if voters agree. The state and federal funds that have already been secured for this project would leverage against the $660 million in potential revenues to be generated from this district tax.

AC Transit Parcel Tax

AC Transit has placed on the fall ballot a measure to increase its existing parcel tax in Special Transit District 1 by $2 per parcel per month for 10 years to pay for the operation and maintenance of bus service within District 1. MTC financial projections indicate that this parcel tax would need to be extended an additional 15 years to cover estimated capital replacement and operating shortfalls.

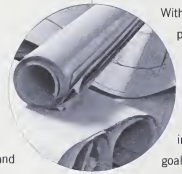
assessing investments

Project and Program Evaluations

An important consideration in choosing future investments is the extent to which they help achieve the Transportation 2030 vision. In the months leading up to the preparation of the Draft Transportation 2030 Plan, MTC conducted a performance evaluation of over 400 projects and programs. MTC's objective was to link potential investments to the Transportation 2030 goals and inform decisions about which new projects to recommend for inclusion and whether to recommit to existing projects with significant cost increases. The project-level performance evaluation represents an ambitious extension of the performance analysis for the 2001 Regional Transportation Plan, in which MTC assessed the performance of alternative investment packages but not of individual projects.

Measures Track Goals

The project performance measures were developed in the spring of 2003 with input from partner transportation agencies, members of the MTC Advisory Council and other interested stakeholders. The measures correspond with the Transportation 2030 goals and include: collision reduction, seismic safety, system efficiency and reliability, connectivity and access, contributions to clean air, significance for goods movement, support for MTC/ABAG Smart Growth policies, and ability to address the transportation needs of disadvantaged communities.



In the course of the evaluation, MTC looked at a wide range of potential investments, ranging from freeway widenings for new carpool lanes and enhanced transit routes to transit-oriented development projects and pedestrian overcrossings of freeways. Among the projects considered were at least 40 projects proposed by members of the public, who were invited for the first time to submit their project ideas for the regional plan directly to MTC.

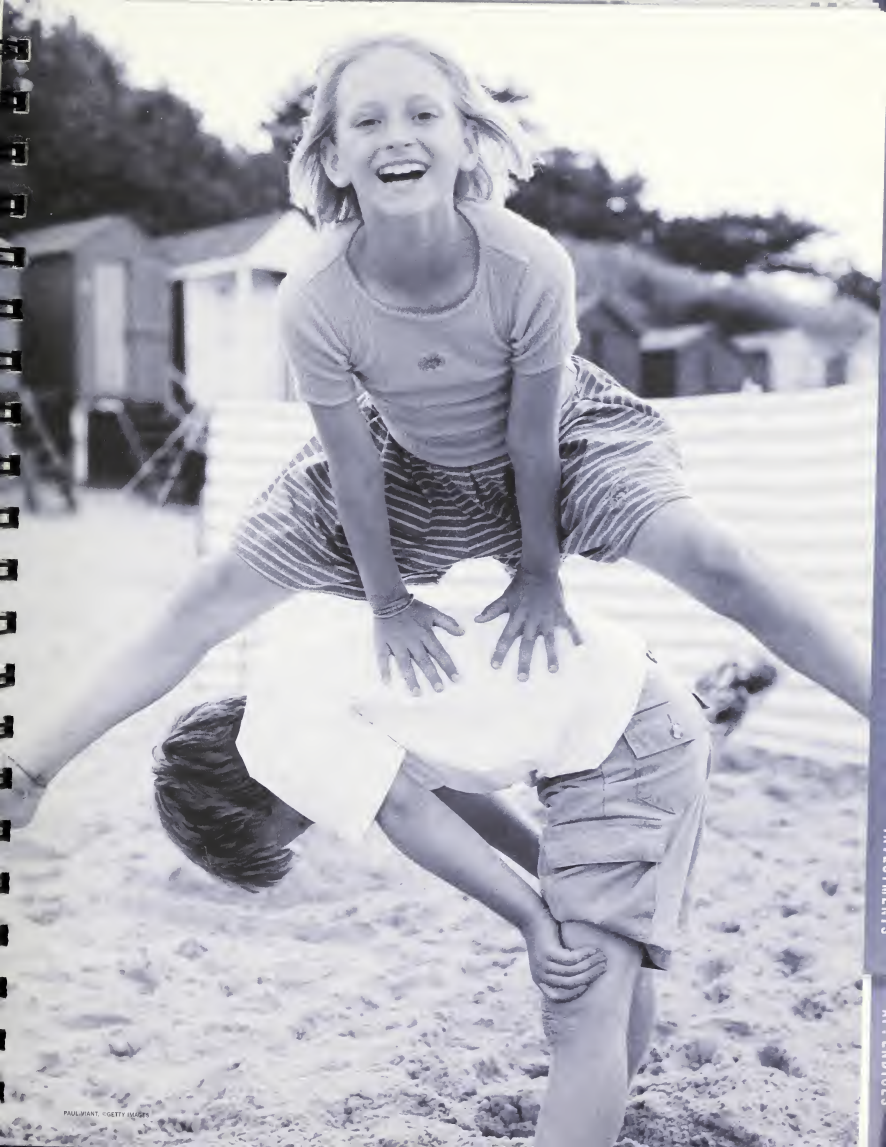
The evaluation generated a wealth of information and, in particular, enabled comparison among alternative investments addressing each of the Transportation 2030 goals. A good many of the projects that rose to the top for each goal were ultimately recommended for inclusion in this Draft Transportation 2030 Plan.

Sharpening the Metrics

With the Transportation 2030 project performance evaluation, MTC has taken a clear first step toward improving its ability to measure the contributions of specific investments toward regional goals. MTC has identified a number of steps to build on the accomplishments to date and sharpen the assessment of potential projects for future long-range transportation plans.

- MTC and partner agencies must consider how to better time the project performance analysis so the results are available when discussions about county and regional investments first get under way. An area that deserves special scrutiny for the next long-range plan is how to use performance measures to evaluate projects before voters have endorsed a project and committed to funding it through a local sales tax measure.
- MTC will focus its analysis resources on a smaller number (perhaps 100) of truly major projects to look at their costs and benefits in more depth. These could include big-ticket items, projects likely to have regionally significant impacts, and investments closely aligned with MTC policy initiatives such as lifeline transportation or coordination between transportation and land use.
- MTC will continue to review emerging practices and analysis tools for evaluating difficult-to-measure goals such as a Reliable Commute and Livable Communities.

See *Project Performance Evaluation for Transportation 2030* (available November 2004), for more information.



PAUL VIANT, ©GETTY IMAGES

investments and actions

Adequate maintenance. System efficiency. Strategic expansion. This trio of themes forms the framework around which we've built the Draft Transportation 2030 Plan. In the following pages, we put flesh on these bones, showing how they translate to investments in specific programs and projects. And, we share our ideas on how MTC together with the Bay Area public and decision-makers at the local, state and federal levels can take these projects and programs to the next level by mining a new funding source or enacting a new law — or by eliminating an impediment to progress. These "Calls to Action" are captured in the shaded box at the end of each topic.

The fundamental spending choices underlying this chapter were made at the conclusion of the first phase of the Transportation 2030 plan development process in December 2003, when the Commission carved the 25-year funding pie into several broad slices and earmarked funding for a series of regionally significant investments that are highlighted here.

Topping the list of maintenance investments is the rehabilitation or replacement of worn-out transit vehicles and facilities as well as the upkeep of freeways and local roadways. Yet despite a sizable commitment of plan resources, the Bay Area still faces a whopping $19 billion maintenance funding gap over the next 25 years.

The System Efficiency section of this investment chapter stands out for its innovative programs, creative application of intelligent transportation technologies and provocative policy recommendations. Falling into this category are efforts to squeeze more capacity out of the region's existing infrastructure; initiatives to broaden access to mobility for bicyclists, pedestrians, wheelchair users and low-income families; and strategies for protecting the region's open space and environment.

We show how the Draft Transportation 2030 Plan directs $400 million to a variety of customer-service programs, including the TransLink® transit-fare smart card, the 511 Traveler Information System (which delivers real-time traffic information via the phone and Web), and the proven and popular Freeway Service Patrol and freeway call box programs.

Just as we must preserve the Bay Area's transportation assets and take the fullest possible advantage of them, so too must we wisely invest our limited resources to expand the transportation system to accommodate new residents and new jobs. This chapter's section on Strategic Expansion identifies several exciting initiatives, including a call for establishing a network of high-occupancy/toll lanes, whereby solo drivers would help finance expansion of the region's carpool lanes by paying for the opportunity to use them.

Adequate Maintenance

Potholes Ahead: More Local Road Dollars Needed 40

Keeping Trains and Buses Humming 42

State Highways Showing Their Age 44

System Efficiency

Squeezing Better Mileage From the Existing Network 46

New Strategies for Cleaner Air 48

Broadening Access to Mobility 50

Providing a Transportation Lifeline 52

Walk and Roll! 56

A Seamless Transit Trip 60

Enhancing Livability by Connecting Transportation and Land Use 64

Getting There Safe and Sound 66

Strategic Expansion

HOT Network Delivers Congestion Insurance 68

MTC Resolution 3434: The Bay Area's Vision for Transit Expansion 70

Moving Goods to Market 74

adequate maintenance

Potholes Ahead — More Local Road Dollars Needed

Local streets and roads are an integral part of the Bay Area's transportation network and represent a huge investment of public resources. One goal of MTC has been to work with cities and counties to identify and manage needed repairs to their local street and road networks. MTC advocates the adoption of preventive maintenance programs as a cost-effective approach to maintaining and extending the serviceability of these networks. Currently, deterioration of the Bay Area's roadways has created large unfunded repair backlogs in a majority of jurisdictions.

MTC is committed to funding and maintaining a Metropolitan Transportation System, or MTS, consisting of freeways and local routes deemed essential to regional mobility. The primary challenge for cities and counties is to adequately maintain their non-MTS streets and roads.

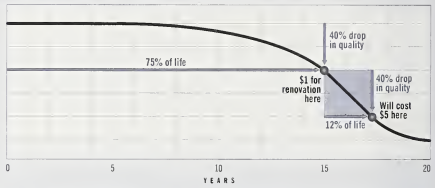
Local street and road needs are divided into two categories:

- Pavement includes rehabilitation or reconstruction of existing roads, plus preventive maintenance to extend pavement life
- Non-pavement includes related roadway maintenance of such items as storm drains, traffic lights, pedestrian walkways, retaining walls, storm damage, curb cuts for wheelchair access, etc.

Local road maintenance is funded from many sources, including: state gas taxes, county sales taxes, and other local sources

GEORGE CHAPLIN

Pavement Condition Over Time*

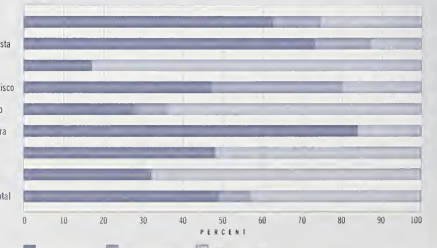


*Pavement wear varies depending on traffic, climate, pavement design, etc.

Source: MTC

Bay Area Local Street and Road Funding by Source

Data is for years 2005–2029; data for Napa County is unavailable



Source: MTC

such as city and county general funds, bonds and traffic fees.

Proposition 42, approved by voters in March 2002, dedicates the state sales tax on gasoline to transportation, a portion of which is earmarked for local roads. Unfortunately, due to the state's fiscal crisis, the statute has been repeatedly suspended and the earmarked funds have not yet materialized.

Transportation 2030 Challenges

- The 25-year pavement/non-pavement maintenance needs for the Bay Area total $16.7 billion. Including funds directed by this plan, projected expenditures over the same period are expected to be only about $10.2 billion (covering just 61 percent of the needs), resulting in $6.5 billion in unfunded needs.

- Experience shows that delayed maintenance leads to even costlier rehabilitation. As shown on the facing page, if it costs $1 to keep a section of roadway pavement in good condition through timely maintenance, it will cost $5 — five times as much — to restore the same roadway if it is allowed to deteriorate to the point where major rehabilitation or reconstruction is needed.

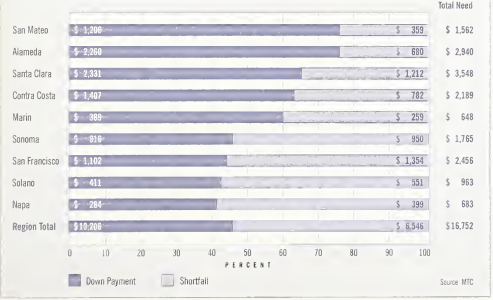
- The magnitude of the road shortfall suggests that maintenance will likely be deferred on some facilities, thus increasing overall costs.

Transportation 2030 Phase 1 Decision

MTC must strike a balance when determining how much regional funding should go toward local streets and roads compared to other important investments. The Commission committed $990 million in discretionary funds to close a projected funding gap for rehabilitation (pavement and non-pavement) of MTS streets and roads. This leaves $6.5 billion in non-MTS local streets and roads needs unfunded.

Road Maintenance Expenditures by Bay Area County, Ranked by Relative Size of Down Payment

Data is for years 2005–2029; dollar amounts in millions



Calls to Action

Condition Maintenance Funds

MTC traditionally has committed funding for MTS local streets and roads maintenance based on the county shortfall levels. Counties with the largest shortfalls receive the highest levels of Transportation 2030 Plan funding. This may act as a disincentive to counties that do make a hefty investment in their local road system. To address this unintended result, MTC and its partners will develop ground rules to determine the maximum levels of regional funding and condition street and road funding on support and implementation of efficiency measures.

Devote More Local Sales Tax Revenues to Road Maintenance

Most Bay Area transportation sales taxes allocate 20 percent to 25 percent of revenues to the upkeep of local streets. Counties should increase this share to address projected maintenance shortfalls.

Self-Help for Every County

Cities' and counties' continued reliance on their general funds to finance street rehabilitation is unproductive, particularly since the general funds are often tapped out by police, fire and other needs. Cities and counties need to look to the voters to approve user charges such as vehicle license fees and fuel taxes to pay for pothole repair.

Strengthen Proposition 42

Approved by 69 percent of voters in 2002, Proposition 42 permanently dedicated gasoline sales tax revenue to transportation, including local roads. This measure is supposed to provide over $1 billion annually, yet transportation projects have not seen a dime because the governor and Legislature have taken advantage of a provision that allows for its suspension. Proposition 42 must be strengthened so that it cannot be routinely suspended.

Keeping Trains and Buses Humming

Public transit plays a critical role in the Bay Area's transportation system. It provides mobility to people without access to cars, including those who are low-income, elderly or disabled, as well as school-aged children. During the congested commute hours, public transit provides an alternative to driving, which helps reduce the numbers of cars on the roads. As transit funding becomes increasingly scarce, the challenge is to find ways to sustain and maintain today's core transit system. The prudent expenditure of transit operating and capital replacement funds is necessary to balance operating and capital replacement costs with reduced revenues.

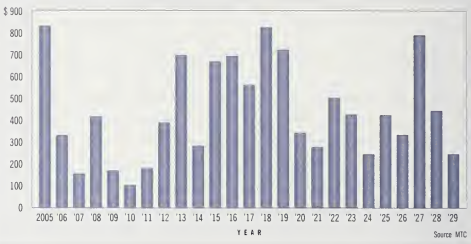
Transportation 2030 Challenges

- Operating and capital replacement costs for Bay Area transit providers are projected to total $69.3 billion ($16.2 billion capital and $53.1 billion operating) over the next 25 years. Revenues over the same period are expected to be about $62.4 billion, resulting in $6.9 billion ($5.4 billion capital and $1.5 billion operating) in unfunded needs.

- The Commission has decided to give priority to a regional investment in vehicles and fixed-guideway replacement and rehabilitation before funding proposed service expansion.

Transit Capital Replacement Costs by Year

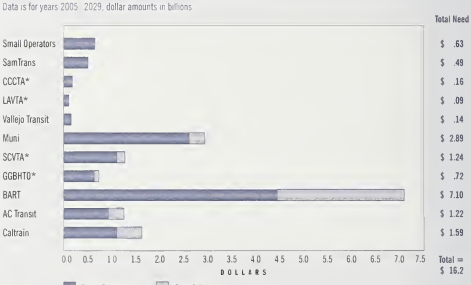
Data is for years 2005–2029, dollar amounts in millions



Source: MTC

Transit Capital Replacement Costs by Operator

Data is for years 2005–2029, dollar amounts in billions



* CCCTA = Central Contra Costa Transit Authority; LAVTA = Livermore-Amador Valley Transportation Authority; SCVTA = Santa Clara Valley Transportation Authority; GGBHTD = Golden Gate Bridge, Highway and Transportation District

Source: MTC

- As with local streets and roads, delayed maintenance of the transit system leads to even costlier rehabilitation.

- BART has by far the largest transit capital replacement need ($7.1 billion) of any Bay Area transit operator, accounting for nearly 44 percent of the region's total transit capital replacement need over the next 25 years. Due to its high ridership and extensive track mileage, BART also attracts considerable capital replacement funds for the Bay Area under federal law. Even with a $4.4 billion down payment on BART's need, BART is facing a $2.7 billion capital replacement shortfall. This comprises 65 percent of the total capital replacement shortfall for all transit operators.

"AS TRANSIT FUNDING BECOMES INCREASINGLY SCARCE, THE CHALLENGE IS TO FIND WAYS TO SUSTAIN AND MAINTAIN TODAY'S CORE TRANSIT SYSTEM."

- Transit operating shortfalls will need to be managed through system efficiencies and revenue enhancements.
- Improved maintenance alone will be insufficient to meet the transit needs of a growing Bay Area. Increased service levels are needed to boost transit ridership and accommodate future population growth.

Transportation 2030 Phase 1 Decision

In December 2003, the Commission earmarked $1.3 billion of Transportation 2030 revenues for transit capital expenses. This $1.3 billion, added to $10.8 billion already committed to that purpose, covers about 75 percent of the need, leaving an unfunded transit capital replacement cost for all operators of $4.1 billion.

Calls to Action

Condition Capital Replacement Funds

MTC commits funding for transit operating and capital based on the transit operators' shortfall levels. This results in transit operators with the largest shortfalls receiving the highest levels of discretionary Transportation 2030 funding. MTC will work with the transit operators to find innovative and equitable ways to condition capital replacement funds, so that all agencies take responsibility for making adequate investments to operate and maintain the transit system.

Extend Useful Life and Reprioritize Capital Replacement

Bay Area transit operators must work towards extending the life of their bus and rail vehicles, thus getting more mileage from the fleet before purchasing new capital assets. There may be cases where maintenance and service facilities could be more fully utilized to fix and maintain the existing stock, reducing the capital replacement shortfalls.

Dedicate Sales Tax Funds to Transit Operations and Maintenance

Because transit is a cornerstone of the Bay Area transportation system, expenditure plans for local transportation sales taxes should include funds for transit operations and capital replacement as well as transit expansion projects.

Functionally Consolidate or Institutionally Merge Transit Operators

While there is no "ideal" number of transit operators for our nine-county region, it is clear that having some two dozen separate operators is not the right answer. Consolidation will pool limited funds and promote uniform fares. It offers potential economies of scale in terms of joint purchases, maintenance facilities and marketing. Voter-approved Regional Measure 2 requires a study of regional rail operators — including BART, Caltrain, Altamont Commuter Express, the Capitol Corridor — and consideration of options from functional consolidation to an institutional merger. Napa County's 2001 consolidation of its six operators into a single countywide operation could serve as a successful model for bus operations in other suburban areas.

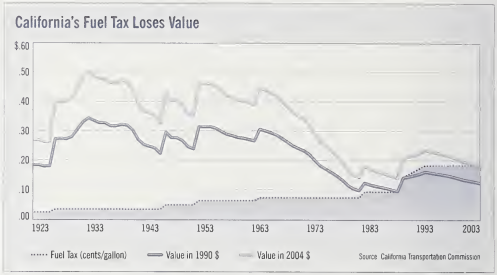
Challenge BART to Go to Voters — Twice

BART has placed a $980 million general obligation property tax bond measure on the November 2004 ballot in Alameda, Contra Costa and San Francisco counties to seismically strengthen the Transbay Tube, stations and elevated tracks. Since BART's capital needs are the largest among Bay Area operators, the agency may need to place a second bond measure on the ballot at a future date to deal with its unfunded $1.7 billion capital replacement needs.

State Highways Showing Their Age

The State Highway System is one of California's most valuable transportation resources. It is the foundation on which the vitality of California's economy is built, linking people and goods with growing urban centers and major international ports.

Much of the State Highway System was planned, designed and built in the 1950s through the 1970s, and some of it has never been rehabilitated. Not only have these facilities aged beyond their design life, they have been subjected to more truck and auto traffic than originally assumed. This combination of age and increased usage has caused faster rates of pavement deterioration, concentration of accidents and increasingly longer travel times.



State law requires Caltrans to prepare a 10-year State Highway Rehabilitation Plan for all state-owned highways and bridges. An increased emphasis on safety and roadway rehabilitation is reflected in the 2004 SHOPP (State Highway Operations and Protection Program), with the goal of reducing fatal and injury accidents and the number of miles of distressed pavement. Other goals include easing congestion through operational improvements, restoring highway planting and fixing rest areas.

Transportation 2030 Challenges

- As illustrated in the pie chart on page 45, Bay Area SHOPP needs over the 25-year life of the 2030 Plan total about $14 billion, while projected revenues over the same period are expected to cover only $7 billion, resulting in $7 billion in unfunded needs.
- The Commission has not yet identified any new funding sources for the $7 billion in unfunded SHOPP needs in Transportation 2030. The state will need to tap into its existing or new resources to pay for this shortfall.
- The magnitude of the state highway rehabilitation shortfall suggests that maintenance may have to be delayed on some highways, thus increasing overall road repair costs.

Projected State Highway Maintenance Needs 2005–2029

1	Funds Available	$7 billion
2	Unfunded	$7 billion
	Total Need	$14 billion

Source: Caltrans

- Insufficient funds to maintain system management equipment like traffic detection sensors, ramp meters, changeable message signs, and other incident-management programs will result in lost opportunities to ease congestion.

- Investments must be made to address serious bottlenecks and close gaps in our highway system. These additional lanes will require additional maintenance and more funding.

"MUCH OF THE STATE HIGHWAY SYSTEM WAS PLANNED, DESIGNED AND BUILT IN THE 1950s THROUGH THE 1970s, AND SOME OF IT HAS NEVER BEEN REHABILITATED."

Calls to Action

Index the State Gas Tax to Inflation

It is long past time for the Legislature to increase the state gasoline tax. Since it was last raised in 1990 (from 9 cents to 18 cents per gallon), the gasoline tax has lost 25 percent of its value to inflation (see graph on facing page). Today, California's gas tax is lower than that of 36 other states, and is below the national average of 20.4 cents per gallon. At the very least, the state gas tax should be indexed to inflation — as it is in 11 other states — to prevent the continued erosion of its purchasing power over time. This is the logical user-based revenue source to maintain and sustain the State Highway System.

Increase Truck Weight Fees

We should be sending the proper price signals to encourage wise use of the highway networks. For example, heavy trucks cause serious damage to pavement. Proceeds from truck weight fees levied by the state that are deposited into the State Highway Account for road repair and maintenance no longer are sufficient to repair truck-related damage to our highways. The state must re-evaluate the existing truck weight fee structure and increase fees to reflect the true cost of highway repair — perhaps by considering distance-based fees that also factor in how far a truck travels on our state highways.

Top 10 Urban Areas With Unacceptable Ride Quality on Highways and Arterials

Urban Area	Percentage Unacceptable
Los Angeles	67%
San Jose	67%
San Diego	61%
San Francisco-Oakland	61%
New Orleans	51%
Sacramento	50%
Kansas City	44%
Oklahoma City	44%
San Bernadino-Riverside	42%
Boston	42%

Source: The Road Information Program (TRIP), analysis of Federal Highway Administration data

Trim the STIP to Support the SHOPP

Failing an increase in revenues to maintain the state highway system, the state will be faced with deferring more and more of its maintenance needs. Such a strategy has increasingly negative long-term implications. As a last resort, more dollars may need to be directed to the State Highway Operations and Protection Program (SHOPP), which funds state highway maintenance needs. Unfortunately, this will leave less state funding available for new road and transit projects in the State Transportation Improvement Program (STIP).

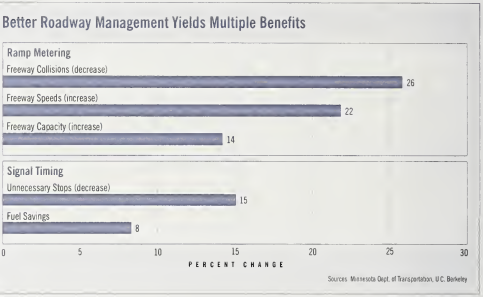
system efficiency

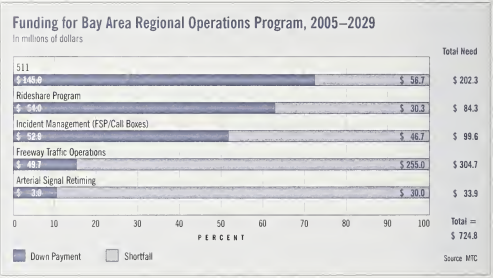
Squeezing Better Mileage From the Existing Network

The effort to make Bay Area travel easier and more convenient stretches across multiple jurisdictions, requiring MTC to work in concert with many other agencies to ensure not only that each piece of the regional transportation system works as efficiently as possible, but that the components mesh smoothly to create a unified network. The Regional Operations Program encompasses:

- 511 traveler information (511 Traffic, 511 Transit, Regional Rideshare Program)
- Incident management, including Freeway Service Patrol (FSP), emergency vehicle preemption of traffic signals
- Traffic operations, including Caltrans' Regional Transportation Management Center, smart corridors, center-to-center data exchange, coordination of traffic signals across city boundaries, etc.
- Transit operations, including transit automatic vehicle location systems, priority at traffic signals, express bus services, etc.
- Technical assistance for cities and counties (pavement management, traffic engineering)

The Regional Operations Program will improve the efficiency of the existing regional transportation system. For example, ramp metering and traffic signal retiming have been shown to produce measurable benefits for motorists (see graph above). And the roving tow trucks of the Freeway Service Patrol save Bay Area travelers some 4.8 million hours of delay per year, returning $10 in benefits for every $1 of cost. On the transit side, AC Transit's Rapid Bus program on San Pablo Avenue has decreased travel time by 14 percent and has increased peak-period ridership by 66 percent; moreover, 19 percent of the new riders previously made the trip by car.





Transportation 2030 Challenges

- Full deployment of the Regional Operations Program is expected to cost about $725 million over 25 years, yet projected revenues over this period total only $306 million, or slightly more than 40 percent of anticipated needs.
- MTC's long-term vision for freeway traffic operations includes real-time monitoring of speed and volume on all freeways, increased management of congestion through message signs and ramp meters, and automated data exchange (including radio between jurisdictions

on all freeways). Given limited funding, this vision likely will be implemented only on the most congested freeways.

- An aggressive deployment of new technologies would maximize the Bay Area transportation network's efficiency by: improving data collection for 511 (including driving times for carpool lanes and arterial streets as well as mixed-flow freeway lanes); making available multilingual phone and Web options for all travel information; and improving congestion management through enhanced traffic-flow monitoring and real-time communication with motorists.

- Expansion of the Freeway Service Patrol (with new weekend, midday and morning service hours) would enhance both congestion management and incident response.

Transportation 2030 Plan Phase 1 Decision

In the 2030 Plan, MTC will add $251 million to the $55 million previously committed to fund core programs benefitting the entire region. This includes 511, the regional rideshare program, freeway operations, incident management and funding for three years of regional signal timing. However, full deployment of the Regional Operations Program will require an additional $419 million to sustain and enhance the existing programs.

Calls to Action

Increase Vehicle Registration Fee for Incident Management

The successful Freeway Service Patrol program is partially funded through a $1 assessment on vehicle registrations. Since accidents, stalls, spilled debris and other incidents account for up to 50 percent of traffic congestion, doubling the assessment to $2 would provide additional dedicated funding for programs to reduce incident-related traffic delays.

Complete the Instrumentation of the Bay Area Freeway Network

Real-time information on traffic conditions throughout the Bay Area freeway system is essential to Caltrans' and the CHP's ability to immediately summon the right type of assistance (e.g., tow truck, ambulance, etc.) to where it is needed, and to inform travelers of the danger ahead. Sufficient State Highway Account funding must be dedicated for better operation of the existing freeway system.

Implement Freeway Metering Lights

Traffic lights at freeway on-ramps are a proven and effective way to reduce freeway delays and increase freeway volumes. Recent studies have documented that local streets flow better after metering is implemented. Objections from a few cities about "spillover" traffic on local streets must be overcome so that the regional interest in reducing freeway congestion can prevail.

Improve Arterial Operations

Many arterials throughout the Bay Area are routinely congested. Retiming the traffic signals is a cost-effective way of minimizing normal peak-period congestion for cars and buses, especially where major roads pass through several cities. "Smart Corridors" enable cities to quickly respond to major traffic fluctuations (e.g., traffic that is diverted onto city streets from a nearby freeway after a major collision; congestion after a sporting event, etc). To ensure efficient operation of the arterial portion of the regional transportation system, the Bay Area must provide a stable source of operating funds.

Clear Incidents Quickly

Incompatible radio systems and conflicting institutional priorities among the CHP, local police and fire departments, and other agencies can result in chaotic responses to major highway accidents and needless delay in reopening the lanes to traffic. Communications is essential to teamwork, and the Bay Area must commit itself to the goal of having all first responders able to communicate with each other within the next five years.

New Strategies for Cleaner Air

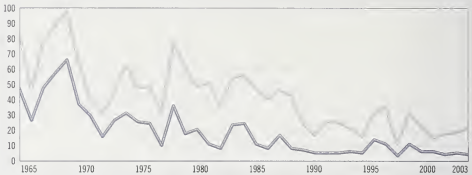
The Bay Area has some of the cleanest skies of any metropolitan area in the United States. Regional air quality has steadily improved, due in large part to cleaner motor vehicles and fuels, and reduced emissions from industrial and commercial sources. The number of days on which ozone levels exceed state and federal standards has fallen dramatically. But more progress is needed to ensure healthy air quality every day. While the Bay Area meets the federal one-hour ozone standard, the region currently does not meet either the state's more stringent one-hour ozone standard or the federal government's newer eight-hour standard.

Many different sources contribute to air pollution. Stationary sources such as factories, power plants and dry cleaners; mobile sources such as cars, buses, planes, trucks and trains; and naturally occurring sources like windblown dust all contribute to air pollution. Among the principal pollutants considered harmful to people and the environment are the following.

- Ozone is a gas formed by a chemical reaction between oxides of nitrogen (NO_X) and volatile organic compounds (VOC) in the presence of heat and sunlight. "Good" ozone occurs naturally about 10 to 30 miles above the earth, while "bad" ozone forms in the earth's lower atmosphere (ground-level). Motor vehicle exhaust, industrial emissions, gasoline vapors and chemical solvents are some of the major sources of NO_X and VOC that help to form ozone. Sunlight and hot weather cause ground-level ozone to form in harmful concentrations in the air, which is often referred to as summertime smog.

Exceedences of the National and State One-Hour Standards For Ozone in the Bay Area

Data is for years 2005–2029, dollar amounts in billions



Source: California Transportation Commission

- Particulate Matter (PM) includes dust, dirt, soot, smoke and liquid droplets found in the air. Particles can be suspended in the air for long periods. Some particles are directly emitted into the air from sources such as cars, trucks, buses, factories, construction sites, tilled fields, unpaved roads and burning wood. Others may be formed through chemical change of gases such as when gases from burning fuels react with sunlight and water vapor, or when fuel combusts in motor vehicles. Serious health problems may arise from breathing particulate matter.

- Carbon monoxide (CO) is a colorless, odorless gas formed when carbon in fuel is not burned completely. CO is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. Non-road engines and vehicles (such as construction equipment and boats) contribute about 22 percent of all CO emissions nationwide. Areas with heavy traffic congestion generally have higher levels of CO.

- Carbon dioxide (CO_2) is a major component of the carbon cycle, and results from the combustion of organic matter if sufficient amounts of oxygen are present. CO_2 also is produced by various microorganisms in fermentation and cellular respiration. It is present in the Earth's atmosphere at a low concentration and acts as a greenhouse gas.

Transportation 2030 Challenges

MTC, along with the Bay Area Air Quality Management District (BAAQMD) and the Association of Bay Area Governments (ABAG), prepares and implements plans to achieve the ozone standards. The most recent plan for the state standard is the 2000 Clean Air Plan, and the most recent plan for the national standard is the 2001 Ozone Attainment Plan. Each plan includes measures to reduce emissions of ozone precursors from a variety of sources.

The 2004 Bay Area Ozone Strategy, which is currently being prepared by MTC, the Air District and ABAG, is the update

to both these plans. The 2004 Ozone Strategy will include a redesignation request and maintenance plan for the national one-hour ozone standard and a triennial revision to the Bay Area's strategy to attain the California State one-hour ozone standard. Stationary, mobile and transportation control measures are key features in the Ozone Strategy.

The Bay Area already attains both federal and state standards for carbon monoxide. Efforts to attain the standards for particulate matter will be the subject of future air quality planning exercises. Responsibility for CO_2 control lies with the California Air Resources Board (CARB). Because CARB's strategy for reducing motor vehicles' CO_2 emissions emphasizes the use of hydrogen fuel cells, these solutions are likely to reduce transportation revenues generated by taxes on gasoline and diesel fuel.

Transportation 2030 Phase 1 Decision

The Commission in December 2003 adopted a new clean air goal for the Transportation 2030 Plan. The key objectives include: (1) achieve additional reductions in motor vehicle emissions through effective transportation control measures; (2) work with the Air District to develop new episodic control strategies for predicted high-ozone days; and (3) help reduce particulate matter from buses and other heavy duty vehicles.

The Commission also committed $36 million toward a comprehensive program to improve Bay Area air quality, which is to be leveraged with $240 million from the Air District's Transportation Fund for Clean Air.

Calls to Action

Implement Spare the Air Day Strategies

MTC, the Air District and ABAG will deploy focused and specific strategies to reduce emissions on the relatively few days (an average of six or seven annually in many locations) when temperatures are hot and ozone levels are high enough to exceed federal health standards. These include measures (called "episodic controls") to reduce driving, such as extra speed enforcement on Bay Area freeways, limiting use of 1981 or older vehicles, and authorizing public agencies to require telecommuting. The Spare the Air program must continue to recruit and provide strong incentives for employers to deploy strategies to minimize the need for their workers to drive on designated days. MTC, the Air District and BART tested a program to provide free travel throughout the BART system during the morning commute period on Spare the Air days during the summer and fall in 2004.

Scrap the Oldest, Most Polluting Cars

The Air District's Vehicle Buy-Back Program pays $500 for operating and registered vehicles from 1981 and earlier. These cars are then scrapped by dismantlers under contract to the Air District. MTC is finding ways to supplement this voluntary program with additional federal funds.

Reduce Particulate Matter from Buses/Heavy Duty Vehicles

EPA's emission standards for post-1994 manufactured diesel trucks and buses have resulted in a 90 percent reduction in emissions of particulate matter. Older trucks and buses should be retrofitted with particulate traps to reduce emissions. EPA should continue to work with manufacturers to further reduce emissions from diesel engines, including non-road engines such as those found on construction equipment. MTC, the Air District and ABAG, in consultation with EPA, will find ways to reduce particulate matter through new funding assistance programs, similar to MTC's $14 million program to retrofit the emission control systems of 1,700 diesel buses operated by 12 Bay Area transit agencies.

Retrofit 1980–1994 Automobiles

CARB has demonstrated that catalytic converter replacement can reduce emissions on middle-aged to older cars, and has developed a program to evaluate replacing the evaporative canister in older cars. MTC plans to fund replacement of the catalytic converters in model year 1980–1994 passenger vehicles with medium-priced catalysts. The evaporative canister component of the program could be a pilot program to supplement CARB's testing of canister replacement.

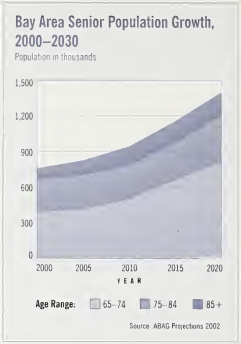
Broadening Access to Mobility

Central to a good quality of life is the ability to get to and from work, school, medical appointments, shopping areas, recreational sites and other destinations. In addition to highways, and local streets and roads, the Bay Area has an extensive array of public transit services and programs intended to address the needs of all residents. But the current system does not always meet the mobility needs of people with disabilities, frail elderly people and some low-income residents. These people need better mobility options. Identifying and implementing the necessary improvements will require the joint efforts of regional and local stakeholders.

MTC and its partners are leading the way to expand mobility for those whose transportation options are limited due to age, disability or income. In December 2003, MTC began seeking ways to stimulate creative, collaborative, cost-effective transportation solutions for older adults, the disabled, low-income residents and youths. As a first step, agency staff convened a task force comprised of representatives from transit agencies, community-based organizations, advocacy groups and other stakeholders to discuss how best to plan for and deliver expanded services that are convenient, safe, affordable and accessible to and from key destinations. The Access to Mobility effort is aimed at the following groups.

Older Adults

As people age, they increasingly face limitations on their ability to drive or use fixed-route transit. In 2000, there were some 760,000 persons aged 65 and older in the nine-county Bay Area (see graph above). By the year 2020, the number of people in this age group will increase by 84 percent to 1.4 million. And the number of people age 85 or older, the group with the most severe mobility problems, will grow by 108 percent during this time.

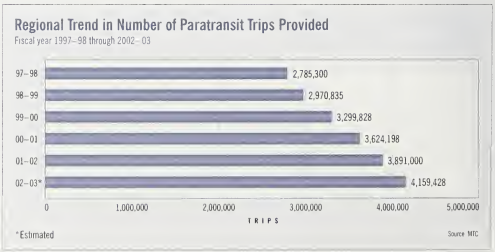


Persons With Disabilities

Since the passage of the Americans With Disabilities Act (ADA) in 1990, transit agencies and local jurisdictions have taken numerous steps to ensure their services and programs are accessible for persons with disabilities. These include providing paratransit service that is complementary to fixed-route transit service for use by people whose disabilities prevent them from riding fixed-route transit. In all nine Bay Area counties, public paratransit programs have expanded greatly since full compliance was achieved in 1997 (see graph below), and are likely to carry even more riders as the population ages.

Youth

School-provided bus services have all but vanished in the last 30 years in the Bay Area. While public transit agencies in the region have attempted, with varying success, to fill this school transportation gap, the decline of the "yellow school bus" is creating serious problems for parents, children, communities, schools and transit agencies. The geographically dispersed nature of the childcare system — featuring mostly small-scale providers spread throughout residential neighborhoods — often results in complex, time-consuming trips for families that rely on public transportation, and increased driving demands on parents with cars. The need to provide safe, convenient and afford-



able transportation for children to and from childcare has emerged as key in welfare-to-work and other related planning studies.

Low-Income Persons

The Commission has developed a Lifeline Transportation Program to specifically address the needs of low-income individuals (see pages 52–54).

Transportation 2030 Challenges

- Responsibility for the transportation of low-income persons, youth, seniors and persons with disabilities is often shared among transportation and social service agencies. Many state and federally funded programs provide transportation for low-income persons, seniors and persons with disabilities, including health, job-training and senior programs. Removal of institutional, regulatory and funding restrictions could promote enhanced coordination among the various entities, thereby gaining more productivity out of each dollar spent.

- Land-use decisions need to support the development of additional affordable housing near transportation services, and take into account access to essential destinations, such as grocery stores, daycare centers, medical offices, etc. When new social service facilities are sited, agencies need to consider their accessibility by public transit and wheelchair, as well as auto, bicycle and pedestrian access.

- Additional planning is needed to quantify the transportation needs and service shortfalls for these groups so that planners and policymakers can make informed decisions based on reliable data and relevant demographic information.

Calls to Action

Strengthen Intergovernmental Partnerships

Transit agencies, cities, counties and other local jurisdictions must reaffirm their commitment to improved access by supporting improvements to land-use patterns, improving public transit services to better accommodate older adults, educating seniors about safe driving, promoting highway and road improvements, developing and implementing pedestrian safety measures, and funding innovative transportation solutions.

Remove State-imposed Barriers

MTC, transit agencies and local jurisdictions will seek legislative or regulatory changes at the state level to address key barriers to coordinated transportation programs. These include the difficulty and cost of obtaining insurance for low-income persons and transportation providers alike, funding restrictions specific to state or federal programs, and the lack of available data on social service agencies' transportation expenditures.

Loosen Medicaid Restrictions

MTC will continue to advocate for regulatory changes to allow the use of Medicaid dollars to offset the costs of providing non-emergency medical trips.

Fine-tune TLC and HIP

MTC will encourage applicants for funding through its Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) initiatives to address specific mobility barriers faced by persons with disabilities or older adults.

Think Beyond the Bike

Regional and local bicycle/pedestrian planning efforts must consider and fund projects that make paths of travel to fixed-route transit services accessible and usable by older pedestrians and persons using wheelchairs or other mobility aids.

Providing a Transportation Lifeline

MTC must consider the needs of all travelers in striving for an equitable distribution of mobility benefits. Whether the destination is work, school or the doctor, all Bay Area residents — regardless of income — must be able to get from place to place. Yet many low-income households in the Bay Area can't afford to own and operate one car, let alone the two vehicles that middle-class families often consider essential. It was with this population in mind that MTC began working to identify a network of critical transit routes and other transportation services that provide a vital lifeline for low-income residents.

Included in MTC's 2001 Regional Transportation Plan was a *Lifeline Transportation Network Report,* which identified existing transit routes most critical to meet the needs of low-income neighborhoods. At the time the report was completed, nearly half (43 percent) of all routes operated by 19 transit operators within the region were identified as Lifeline routes. The report also identified gaps — both spatial and temporal — that prevent full access to services that people need, and recognized that solutions to address these gaps must be developed and planned for at the local level. The report pointed to a wide variety of transportation solutions beyond traditional fixed-route transit, based on those most appropriate to the community's needs.

MTC has taken the following steps to advance the region's understanding of transportation issues specific to low-income communities.

Community-Based Transportation Planning Program

Both the *Lifeline Transportation Network Report* and the *Environmental Justice Report* for the 2001 Regional Transportation Plan recommended community-based transportation planning as a first step to address gaps and barriers faced by low-income communities. MTC initiated this program in 2002, and to date, five such plans have been completed. Led by county congestion management agencies in consultation with community-based organizations and MTC, the plans also inform county transportation decisions, including transportation sales tax expenditure plans.

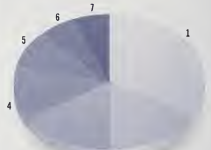
Potential transportation improvements are identified to address gaps specific to each low-income community. Solutions may include expanding fixed-route transit, children's shuttles, vanpool services, or car share or other auto-related projects. In some cases, new capital improvements such as bus stops, benches, shelters or other enhanced amenities are called for.

LIFT (Low Income Flexible Transportation) Program

Recognizing that there is no one solution to filling the gaps in the existing transportation network for low-income communities, MTC launched the LIFT program to support a wide range of transportation services. LIFT funds have been used to create new and expanded public transit services, children's shuttles, auto-loan programs, rideshare activities and guaranteed-ride-home programs (see pie chart above).

Types of LIFT Projects

Total: 32 Projects

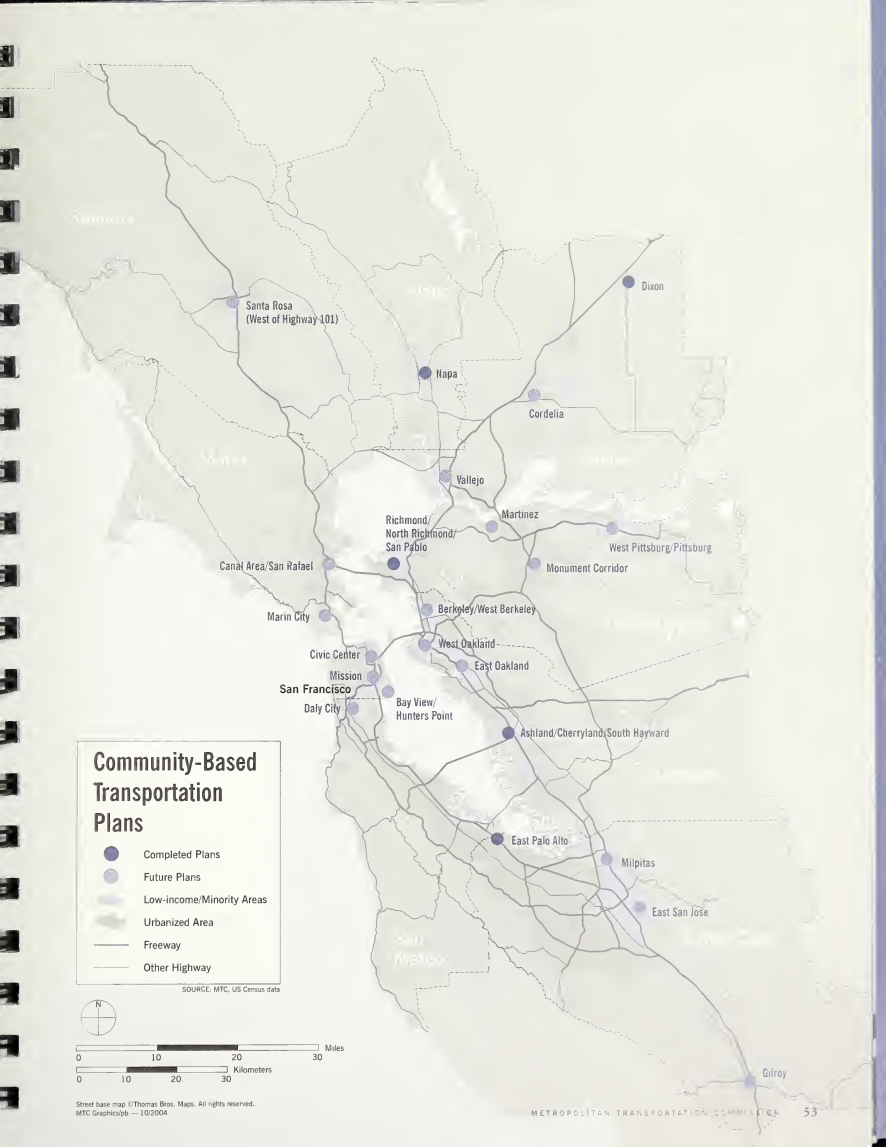


		Percent of Total
1	Fixed-Route Transit	34%
2	Children's Shuttle	16%
3	Shuttles/Demand Response	16%
4	Guaranteed Ride Home	13%
5	Mobility Manager	9%
6	Fare Assistance	6%
7	Auto Programs	6%

Source: MTC

The LIFT Program began in 2000 and has been funded with a variety of federal, state and local transportation dollars, as well as additional social service matching funds, bringing the total investment for this program to nearly $21 million. To date the LIFT program has provided support to 32 creative transportation solutions in all nine Bay Area counties.

The LIFT program encourages a collaborative approach to addressing the transportation challenges faced by the working poor. Transit providers work closely together with social service agencies, community-based organizations and other key stakeholders to make a difference in the lives of low-income Bay Area residents.



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Transportation Spending Study

The cost of transportation is often a significant barrier for low-income individuals in getting to school, work or other essential destinations. MTC and the Public Policy Institute of California (PPIC) collaborated to study travel patterns and transportation costs for low-income persons of employable age for work and training purposes. The report, *Transportation Spending by Low-Income California Households: Lessons for the San Francisco Bay Area* was published under the auspices of PPIC in July 2004, and identified the following key findings.

- Transportation is the third-largest budget item (after housing and food) for low-income households in California's metropolitan areas.
- Low-income households allocate a slightly smaller proportion of household expenditures to transportation than do other households.
- Cost appears to be a barrier to vehicle ownership among low-income households in the Bay Area.
- Cost is unlikely to be a barrier to transit use for most low-income households but may be a barrier for some.
- Low-income commuters are less likely than other workers to drive alone and more likely to carpool, walk or travel by bus.
- Low-income workers have somewhat shorter commute times than other workers.

Transportation 2030 Challenges

- Additional community-level planning is needed to quantify transportation needs and service shortfalls for low-income residents so that planners, practitioners and policy-makers can make informed decisions based on reliable data and relevant demographic information. Taking these steps will help establish clear objectives for the region's investments, and define desired outcomes, performance and evaluation measures.
- Recommendations will be forged over the next few months for the use of funds dedicated to Lifeline transportation services. MTC and program stakeholders must consider strategies, such as requiring matching funds, to expand the Lifeline Transportation Network. Guidelines also should be established to improve project sustainability by determining how most effectively to build long-term commitments using the seed money from LIFT and other funding programs.

Transportation 2030 Phase 1 Decision

The Commission committed $216 million to create a regional Lifeline Transportation Program for residents of low-income communities throughout the Bay Area. The program's objectives include better identification of gaps in transit service, affordability and safety; closer coordination with other agencies to improve the transportation options for low-income communities; and securing adequate resources to respond to lifeline mobility needs.

Calls to Action

Finish What's Been Started

County congestion management agencies, in concert with MTC and community organizations, must complete all 25 of the Community-Based Transportation Plans begun since adoption of the *Lifeline Transportation Network Report.*

Put Local Dollars to Work

Cities and counties must ensure that needs assessments and recommended strategies emerging from key regional and local planning efforts are included in local sales tax programs and other local planning and funding efforts.

Make the Land-Use Connection

Land-use strategies developed by local jurisdictions must address low-income transportation planning issues, including the linking of affordable housing to transit facilities.

Seize Development Opportunities

MTC will advocate for site-specific transportation services for low-income populations to be included in the design and funding of housing and commercial development projects.

Make a Federal Case

Several Lifeline Transportation initiatives receive funding through the federal Job Access and Reverse Commute Program (JARC). MTC will advocate for increased JARC funding to metropolitan areas on a formula basis.

KIT MORRIS

Walk and Roll!

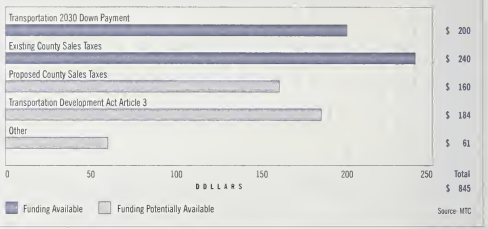
Walking and bicycling are two important means of mobility in the Bay Area. Laying sidewalks for pedestrians and wheelchairs, striping bicycle lanes, installing bicycle parking at transit stations and building multi-use trails boost the convenience and utility of these modes of travel, and enhance a community's health and well-being.

Quantifying the needs of pedestrians, bicyclists and wheelchair users is a difficult task. And the cost of building a complete bicycle and pedestrian network remains unknown. The regional bicycle network identified in MTC's Regional Bicycle Plan has a rough estimated cost of $1 billion. But this network includes only regionally significant routes selected from countywide bicycle plans. Total projected costs rise to $1.5 billion when full buildout of the countywide bicycle plans is added to the Regional Bicycle Plan. MTC will soon complete a regional pedestrian plan to identify needs and associated costs for improvements to pedestrian facilities regionwide.

Despite the uncertainty over the ultimate price tag for Bay Area bicycle and pedestrian facilities, it is clear that available resources fall far short of meeting the region's needs. Nonetheless, the region is making significant strides. In addition to MTC's first-ever funding commitment for a regional bicycle and pedestrian program (see page 58), Alameda, Santa Clara and San Francisco counties have committed close to $240 million in transportation sales tax funds for bicycle and pedestrian needs. Marin, Sonoma, Contra Costa and San Mateo counties — which have new sales tax measures or reauthorizations of existing sales taxes on the November 2004 ballot — pledge to dedicate another $160 million. An estimated amount of $245 million in traditional funding sources is available for nonmotorized needs over the next two decades. These sources include the Transportation Development Act, the Transportation Fund for Clean Air, the Bicycle Transportation Account, and Transportation Enhancement Funds.

Funding Available for Bicycle and Pedestrian Needs, 2005–2029

Dollar amounts in millions



Source: MTC

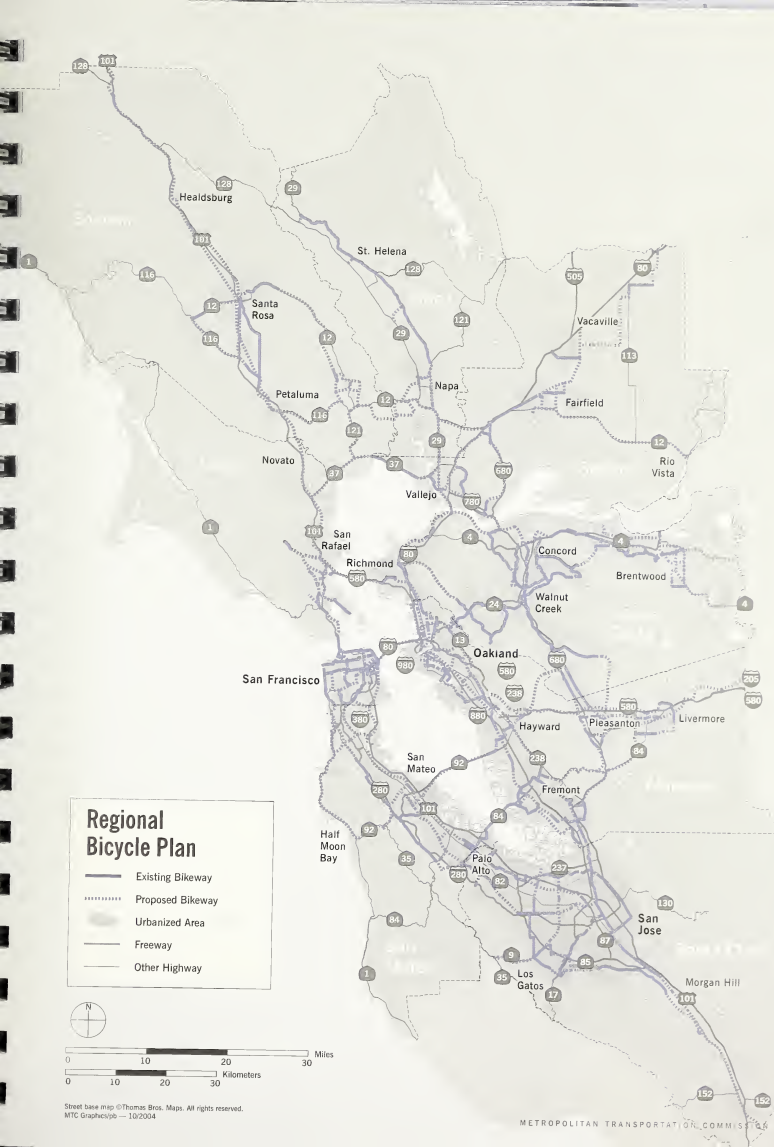
> "THE COST OF BUILDING A COMPLETE BICYCLE AND PEDESTRIAN NETWORK REMAINS UNKNOWN, YET IT IS CLEAR THAT AVAILABLE RESOURCES FALL FAR SHORT OF MEETING THE REGION'S NEEDS."

Transportation 2030 Challenges

- The Regional Bicycle Network consists of over 1,500 miles of bicycle paths, lanes and routes, including facilities from each county's bicycle master plan and the entire Bay Trail. Upon completion of this network, over two-thirds of the Bay Area's residents will be within a half-mile of a Regional Bicycle Network route.

- The need for pedestrian facilities (sidewalks, pedestrian signals, marked crosswalks, wheelchair-accessible curb cuts, etc.) exists in every neighborhood. But there is insufficient funding to address these demands. To prioritize the myriad needs — and help develop a regional pedestrian plan — MTC proposes to focus on projects that improve access to transit, schools and regional activity centers.

- MTC's Regional Bicycle and Pedestrian Program will fund eligible projects that are part of the Regional Bicycle Network, which supports access to schools, transit stations and regional activity centers.



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JOYCE BENNA

Transportation 2030 Phase 1 Decision

The Commission in December 2003 dedicated $200 million over 25 years for bicycle and pedestrian improvements throughout the Bay Area, including portions of the Regional Bicycle Network. In addition, the Commission approved a $27 million annual commitment to the Transportation for Livable Communities/ Housing Incentive Program (TLC/HIP), which funds the planning and construction of bicycle, pedestrian and transit access projects to revitalize the region's downtowns and diverse neighborhoods.

Calls to Action

Address Nonmotorized Transportation Needs in Capital and Rehabilitation Projects

Bicyclists, pedestrians and wheelchair users must be full partners in the planning process, and bicycle facilities and walkways must be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities. Transportation project sponsors must also consider safety and contiguous routes for bicyclists and pedestrians. These actions greatly reduce the future cost of retrofitting facilities for nonmotorized travelers, and encourage safe and convenient bicycling or walking.

Support Safe Routes to School Programs

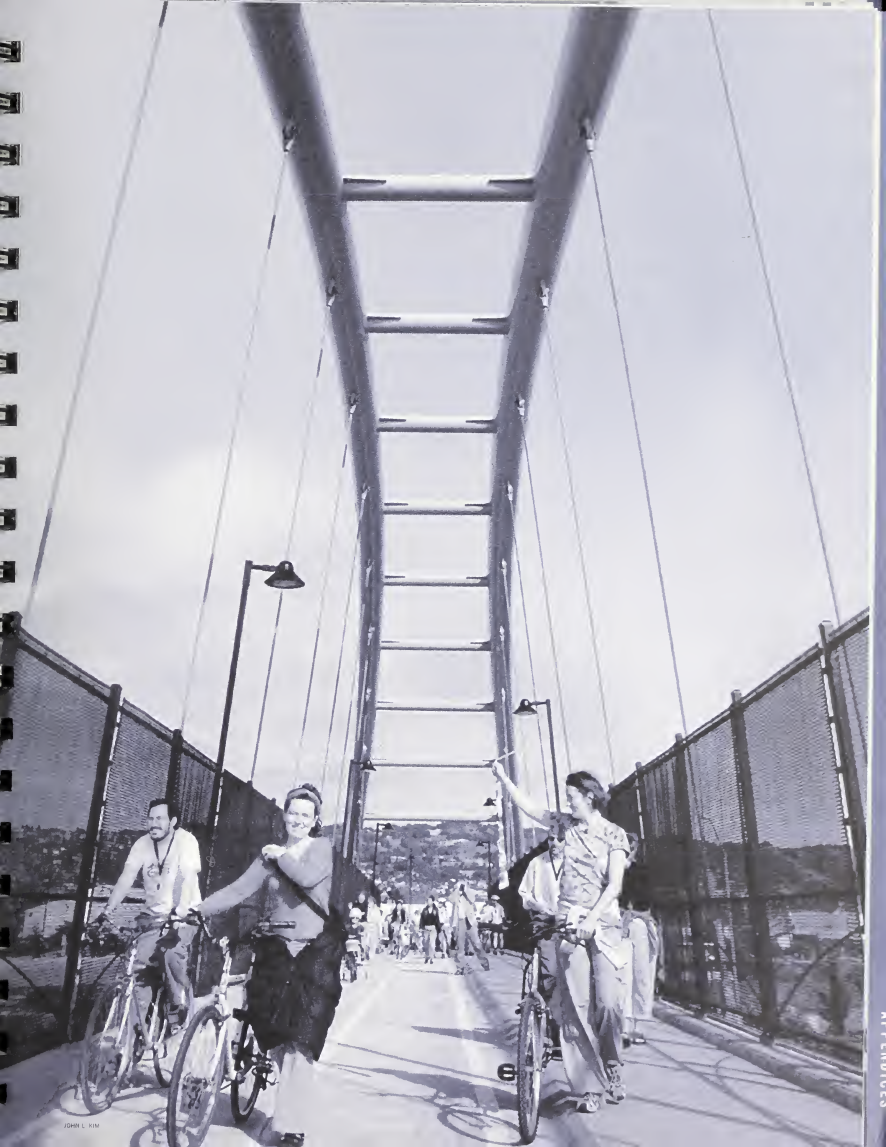
MTC and its partners support California's Safe Routes to Schools Program, which has been extended until 2008 on a pilot basis under recently signed legislation. Initiated in Marin County, this program has proven to be an effective way to reduce peak-hour congestion near schools and create hospitable walking and bicycling environments for children. In addition, the reauthorization of the federal surface transportation bill may include funds for a new national Safe Routes to School program.

Support Walk- and Bike-friendly Transportation Sales Tax Measures

When developing transportation sales tax measures, counties should consider more funds for nonmotorized travelers. Most allocate about 2 percent to 5 percent of sales tax revenues to bicycle and pedestrian facilities. In some counties, this may not be sufficient to address the needs of bicyclists, pedestrians and wheelchair users. We therefore urge counties to work with local and regional bicycle coalitions and pedestrian safety groups to ensure that their local transportation sales tax expenditure plans devote sufficient resources to walking and bicycling.

Give Bicyclists and Pedestrians a Little "TLC"

Cities, counties, and pedestrian and bicycle advocates should pursue funding opportunities through MTC's Transportation for Livable Communities/Housing Incentive Program (TLC/HIP) initiatives. These grants can be leveraged with non-transportation funding, such as community development block grants, redevelopment tax increment funds and Air District clean air funds. MTC has administered its successful TLC/HIP program since 1998. The Draft Transportation 2030 Plan allocates $9 million annually amongst the nine Bay Area counties so they can launch county-level TLC/HIP programs. Santa Clara already has incorporated a county TLC and pedestrian program into its voter-approved sales tax expenditure plan. Contra Costa County has followed suit in its sales tax reauthorization measure, which will appear on the November 2004 ballot.



A Seamless Transit Trip

Getting from point 'A' to point 'B' via public transit in the Bay Area should not be as challenging as it often is. Reducing travel times, providing more reliable connections, making it easier to pay, and ensuring that transfers are easy and safe will entice more of us out of cars and thereby help ease congestion and protect the environment.

The public has long demanded a more convenient and "seamless" transit network. Participants in MTC's outreach for the 2001 Regional Transportation Plan ranked improved transit connections as one of six top recommendations for getting more out of our existing transportation resources. The issue also was one of three priorities identified by focus groups for the Transportation 2030 Plan, and improved coordination among transit agencies was ranked a top priority in a Transportation 2030 Plan telephone poll.

Transportation 2030 Challenges

In 2002, MTC launched a Transit Connectivity Project to identify key transfer barriers and recommend improvements. Barriers were identified in four categories:

- **Service connections** – infrequent service; uncoordinated schedules or poor schedule adherence
- **Transfer point information/amenities** – lack of signage; indecipherable or out-of-date information; lack of shelters, seating, safe environment, restrooms, food, etc.

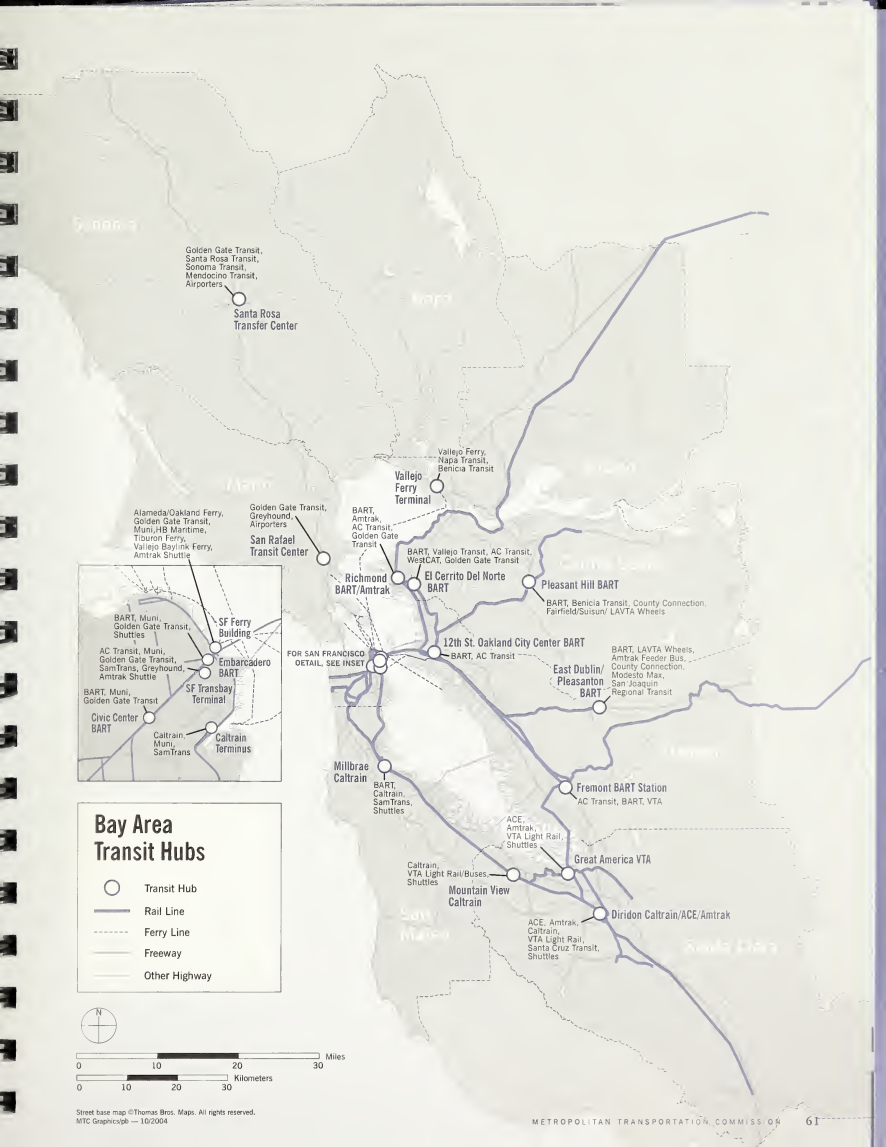
> "IMPROVED COORDINATION AMONG TRANSIT AGENCIES WAS RANKED A TOP PRIORITY IN A TRANSPORTATION 2030 PLAN TELEPHONE POLL."

- **Pre-trip information** – lack of centralized telephone information; no access to customer service representatives at night and on weekends; barriers for non-English speakers
- **Fare policies and fare collection** – multiple and confusing fare and transfer policies

Transit agencies, MTC and others are currently taking a number of steps to improve transit connectivity. For example, cross-platform rail transfers have been established in Richmond, Millbrae and San Jose. The TransLink® regional electronic fare card has been successfully tested and is ready for full implementation beginning in 2005. The Altamont Commuter Express and Santa Clara Valley Transportation Authority operate an integrated rail shuttle to work sites. San Francisco Muni and a number of operators are moving forward with real-time bus and train information at key transfer points.

Building on these connectivity improvements, the Transit Connectivity Project developed seven major recommendations for a seamless, regional transit system:

- Establish a regional network of transit hubs and services
- Develop a regional signage and information assistance program


Golden Gate Transit, Santa Rosa Transit, Sonoma Transit, Mendocino Transit, Airporters
Santa Rosa Transfer Center
Vallejo Ferry, Napa Transit, Benicia Transit
Vallejo Ferry Terminal
Alameda/Oakland Ferry, Golden Gate Transit, Muni,HB Maritime, Tiburon Ferry, Vallejo Baylink Ferry, Amtrak Shuttle
Golden Gate Transit, Greyhound, Airporters
San Rafael Transit Center
BART, Amtrak, AC Transit, Golden Gate Transit
BART, Vallejo Transit, AC Transit, WestCAT, Golden Gate Transit
Richmond BART/Amtrak
El Cerrito Del Norte BART
Pleasant Hill BART
BART, Benicia Transit, County Connection, Fairfield/Suisun/ LAVTA Wheels
BART, Muni, Golden Gate Transit, Shuttles
SF Ferry Building
AC Transit, Muni, Golden Gate Transit, SamTrans, Greyhound, Amtrak Shuttle
Embarcadero BART
BART, Muni, Golden Gate Transit
SF Transbay Terminal
Civic Center BART
Caltrain, Muni, SamTrans
Caltrain Terminus
FOR SAN FRANCISCO DETAIL, SEE INSET
12th St. Oakland City Center BART
BART, AC Transit
BART, LAVTA Wheels, Amtrak Feeder Bus, County Connection, Modesto Max, San Joaquin Regional Transit
East Dublin/ Pleasanton BART
Millbrae Caltrain
BART, Caltrain, SamTrans, Shuttles
Fremont BART Station
AC Transit, BART, VTA
ACE, Amtrak, VTA Light Rail, Shuttles
Great America VTA
Caltrain, VTA Light Rail/Buses, Shuttles
Mountain View Caltrain
Diridon Caltrain/ACE/Amtrak
ACE, Amtrak, Caltrain, VTA Light Rail, Santa Cruz Transit, Shuttles
Bay Area Transit Hubs
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Rail Line
Ferry Line
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0 10 20 30
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- Fully implement the regional transit trip-planning system
- Expand real-time transit information
- Improve customer telephone information services
- Develop a plan for "last mile" connecting services to mainline rail and bus lines
- Fully implement the TransLink® universal ticket throughout the region

Voter-approved Regional Measure 2 requires MTC to adopt a Transit Connectivity Plan by December 2005. This effort will build upon the recommendations from the Transit Connectivity Project. Regional Measure 2 also provides funding for a number of connectivity improvements including:

- Direct platform access between Muni and BART at Embarcadero and Civic Center stations in downtown San Francisco
- $20 million for expanded express bus service and related infrastructure
- $22 million to integrate TransLink® with operator fare equipment and expand the system to new transit services
- $20 million to assist transit operators in implementing real-time scheduling
- Planning assistance to develop an integrated fare program

Transportation 2030 Phase 1 Decision

The Commission recognized the importance of improved transit connectivity when, in December 2003, it adopted a "Reliable Commute" goal, with the objective to "Make it easier for people to make connections between transit systems." Improved connectivity also will help achieve other Transportation 2030 goals, including Clean Air, Access to Mobility and Livable Communities.

Calls to Action

Fully Implement the TransLink® System

Full regional rollout of the TransLink® program will give riders a single universal fare card valid on all Bay Area transit lines, and will greatly simplify the fare collection process for operators.

Establish a Regional System of Hubs and Services

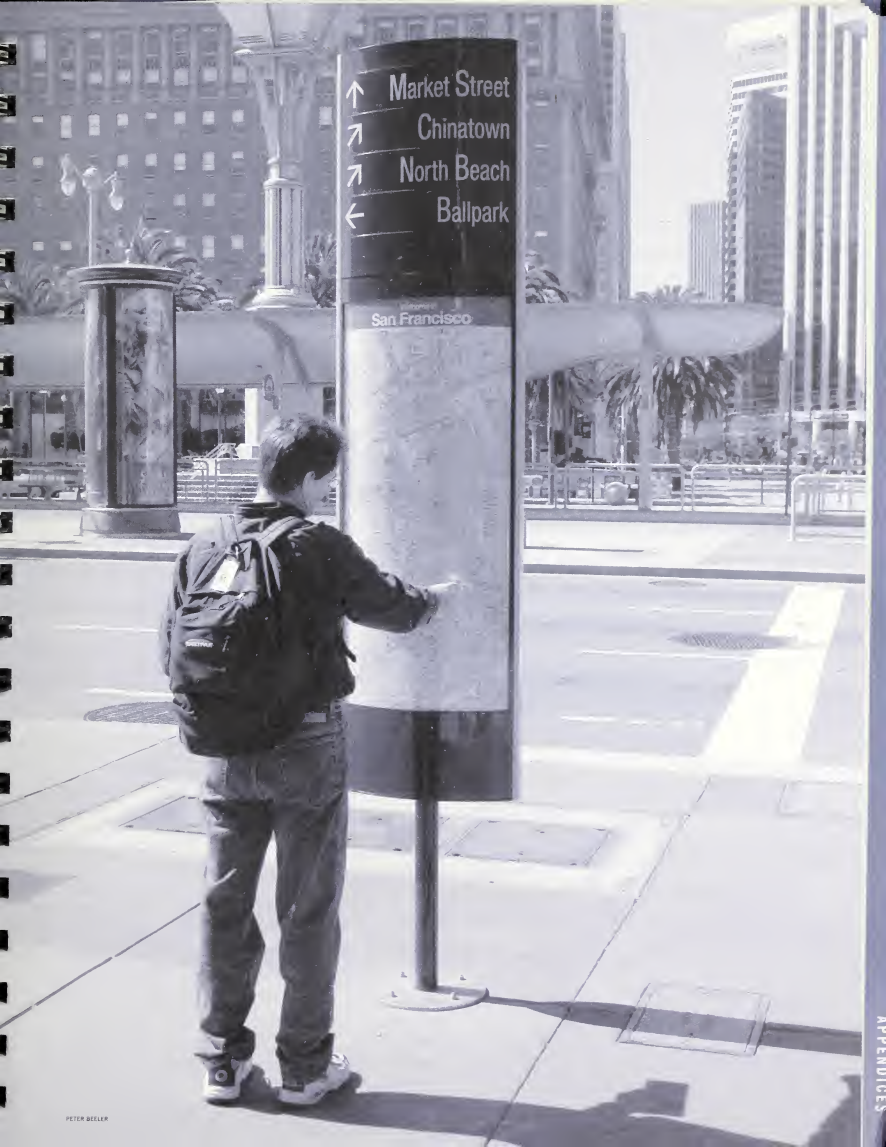
The Regional Measure 2 connectivity and rail plans provide an opportunity to create a coordinated, regional system of transfer stations at major rail and bus connections. (See map on page 61.)

Improve Customer Information and Assistance

MTC and the region are well poised to advance the recommended strategies emerging from the Regional Transit Connectivity Project by (a) improving regional signage, (b) expanding real-time transit information, (c) fully implementing the regional transit trip-planning system and (d) improving customer information telephone services. These support services are essential for attracting and retaining transit riders.

Consolidate Transit Operations

As discussed on page 43, having some two dozen transit operators in the Bay Area is a barrier to a seamless transit trip. A smaller, more manageable number of agencies will make better transit connections easier to achieve.



PETER BEELER

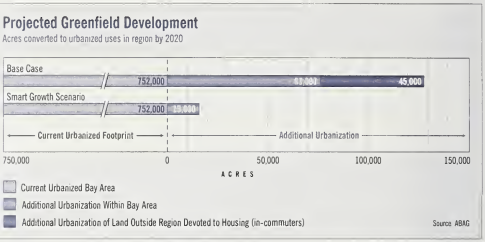
Enhancing Livability by Connecting Transportation and Land Use

The Bay Area is expected to add more than a million more people and a million new jobs over the next 25 years. Our transportation system's ability to handle this growth depends on where these people will live and where the jobs will be located. The bottom line: the Bay Area must accommodate more of its future growth in existing urban and suburban areas where good road and transit connections already exist.

In preparing the Draft Transportation 2030 Plan, MTC found strong public support for better connecting transportation and land use, developing more convenient transportation options, and pursuing greater regional cooperation on issues surrounding transportation and land use.

Transportation 2030 Challenges

- Promoting transit-oriented development and implementing the regional Smart Growth Vision adopted in 2002 requires stronger partnerships and more collaborative planning among MTC, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District, Caltrans, other regional planning agencies, adjoining regions, public transit agencies, local governments and county congestion management agencies. While all these agencies share a critical interest in land-use decisions, it is local governments and the private sector that will ultimately determine land-use patterns and shape the design of communities and neighborhoods.



- MTC directs a majority of the transportation funds under its control toward public transit projects, including significant expansion of the region's transit network. These investments will be cost-effective only if sufficient numbers of people live and work near the new rail stations, bus stops and ferry terminals. MTC and local governments will have to work together to ensure that supportive land uses around future transit nodes will be planned for and built.

- To boost transit ridership, conserve open space and create more walkable neighborhoods, the region must produce a broader array of housing types, more affordable to a wider range of incomes, and at higher densities than traditionally have been planned for. In order for these higher density developments to be embraced by the public, they will have to be liveable and well designed.

- The strong demand for suburban living will continue. This will require the Bay Area to shape new suburban development patterns and retrofit existing suburbs to promote more walkable communities, reduce the number of single-occupant vehicle trips and coordinate transportation and land-use decisions.

- A shift toward more compact growth patterns and the implementation of the Smart Growth Vision could result in a litany of unintended consequences. Efforts to focus growth toward the inner Bay Area will have to be done in a way that minimizes displacing existing residents and business — including critical economic engines like warehousing and freight facilities.

Transportation 2030 Phase 1 Decision

The five-point Transportation/Land-Use Platform adopted by MTC in December 2003 includes tripling funding for the Transportation for Livable Communities (TLC) program to $27 million annually. The Commission asked staff to further develop and refine the platform and any supporting policies and programs — with input from a broad range of stakeholders (now represented through MTC's Transportation/Land-Use Task Force) — for release as part of this Draft Transportation 2030 Plan. The platform is included as Appendix Two to this document.

Calls to Action

Condition Transit Funds on Supportive Land Use

MTC will develop a new policy to ensure that the investment of regional discretionary dollars for major new transit projects will be matched by local land-use patterns, plans and policies supporting adequate housing and employment densities.

Provide More Land-Use Planning Funds to Partners

MTC will continue to provide planning funds to the county Congestion Management Agencies (CMAs), as well as the Association of Bay Area Governments (ABAG), to support better transportation and land-use planning, and the implementation of the regional Smart Growth Vision. MTC also will develop a new grant program for local governments to support more comprehensive land-use planning around transit stations and corridors.

Develop Joint Planning Projects with Regional Neighbors

MTC, ABAG, the Air District and other partners will build on ABAG's work with the Interregional Partnership to develop new joint planning projects with our regional neighbors.

Create Smarter Suburbs

Local government and the private sector must collaborate with MTC and its regional partners to develop new approaches to suburban design that offer a wider variety of travel options for shorter distance trips, particularly walking, bicycling, and smaller shuttle and jitney services.

Evaluate Progress and Performance

MTC and ABAG must quantify progress through specific performance measures to gauge success in meeting the Smart Growth Vision's goals. We also must clearly communicate both successes and failures to our partners and the general public. A recent evaluation of the TLC/HIP programs led to significant changes to strengthen the programs.

Getting There Safe And Sound

Improved safety for all local travelers is a key consideration in all transportation investment decisions. Safety and security issues fall into three key areas:

- Automobile accidents, including auto collisions with bicyclists and pedestrians
- Natural disasters, especially the seismic safety of the transportation infrastructure
- Threats to personal safety and to key facilities stemming from individuals committing a crime or from acts of terror

Injury and Fatal Collisions on Bay Area Roadways, 1998–2002

	Collisions 1998	Collisions 1999	Collisions 2000	Collisions 2001	Collisions 2002	% Change 1998–2002
Injury Collisions	39,027	37,913	39,609	38,322	37,167	–5%
Fatal Collisions	433	405	444	449	451	+4%
Total Injury and Fatal Collisions	39,460	38,318	40,053	38,771	37,618	–5%
Property Damage Only Collisions	67,164	65,339	70,001	65,219	68,912	+3%
Total Collisions	106,624	103,657	110,054	103,990	106,530	0%

Source: California Highway Patrol

Injury and Fatality Motor Vehicle Collisions Involving Pedestrians or Bicyclists, 1998–2002

	Collisions 1998	Collisions 1999	Collisions 2000	Collisions 2001	Collisions 2002	% Change 1998–2002
Collisions Involving Pedestrians						
Injury Collisions	3,258	3,099	3,173	3,080	2,910	–11%
Fatal Collisions	125	97	134	103	111	–11%
Subtotal	3,383	3,196	3,307	3,183	3,021	–11%
Collisions Involving Bicyclists						
Injury Collisions	3,004	3,066	2,810	2,566	2,321	–23%
Fatal Collisions	18	19	17	20	19	+6%
Subtotal	3,022	3,085	2,827	2,586	2,340	–23%
Total Involving Bicyclists or Pedestrians	6,405	6,281	6,134	5,769	5,361	–16%

Source: California Highway Patrol

Transportation 2030 Challenges

Automobile, Bicycle and Pedestrian Safety

- Each generation of new vehicles — cars, buses and trains — builds in additional safety features, such as air bags and anti-lock brakes. Designs for new transportation facilities — bridges, freeway interchanges, pedestrian crossings, and the like — also build in the latest safety features.
- There are several programs that focus on addressing safety issues, including the federal Hazard Elimination Safety and the state's Safe Routes to Schools programs. Requests for this funding, however, are many times over the available revenues. More funding is needed to reduce the number of collisions and injuries.
- Some agencies lack the staff expertise and time to regularly analyze data on collisions and their causes, and a few cities have reduced staff to the point that they no longer complete police reports on property-damage-only collisions.

Seismic Safety

- The Bay Area and the state have made an immense investment to improve the seismic safety of key transportation facilities, including strengthening toll bridges to withstand a major earthquake. Since the state announced in August that Caltrans' costs for the toll bridge seismic retrofit program for state-owned spans (all but the Golden Gate) had ballooned to $8.3 billion, there has been an intense public debate about how to pay for these cost overruns. The Legislature has called for an investigation into the root causes for Caltrans' repeated cost escalations. In the next few months, the governor and Legislature must develop an equitable long-term financing solution for this vital safety program.
- BART, likewise, needs considerable revenues to make the system earthquake safe. A property tax assessment proposal will appear on the November ballot in Alameda, Contra Costa and San Francisco counties to retrofit the transbay tube and other key facilities, but additional revenue will be needed to strengthen the entire BART system.

BETTIS-KAISER

Homeland Security/Terrorist Threats

- The Bay Area's transportation system presents numerous potential targets for a terrorist attack. Affected agencies need to collectively define these threats and respond with appropriate measures to protect travelers. Absent a greater financial commitment from the federal government for homeland security and transportation, the Bay Area will need to use local funds to pay for some of the more urgently needed protections.

"DESIGNS FOR NEW TRANSPORTATION FACILITIES MUST ALSO BUILD IN THE LATEST SAFETY FEATURES."

Calls to Action

Complete Seismic Retrofit of Key Transportation Facilities

Fifteen years after the 1989 Loma Prieta earthquake, the time has long since passed to make our key transportation facilities earthquake safe. The Bay Area transportation community will need to work with state lawmakers on a plan to pay for the urgently needed strengthening of key facilities.

New Vehicle Registration Fee for Safety and Security

An additional assessment on vehicle registrations could provide critical funding to increase safety for motorists, pedestrians and bicyclists, as well as for security programs. Funding should be linked to annual analyses of collision or other appropriate data.

Analyze Traffic Collision Data

The Bay Area transportation community must implement a program to ensure thorough analysis of collision data to identify problem locations and the primary factors contributing to accidents, then identify and implement needed low-cost safety improvements.

Coordinate Security Efforts

Many Bay Area transportation agencies are implementing projects to improve the safety and security of their own systems, and training their employees to watch for, and respond to, terrorist acts. Defining levels and standards for security, and coordinating a quick and effective regional response by affected agencies, must be a regional priority supported by federal funds.

Increase Federal Homeland Security Funding for Transportation

While the region has benefited from some congressional earmarks for protecting our ports and transit systems from terrorist attacks, far more investment is needed. We urge Congress to increase funding, and — as the 9/11 Commission has recommended — direct a larger portion to urban areas, where the threat level is greatest.

strategic expansion

HOT Network Delivers Congestion Insurance

The traditional recipe for freeway congestion relief is simply to increase capacity by adding lanes. But when the economic and demographic forces that drive travel are as strong as they are in the Bay Area, the supply of roadway space always tends to lag demand, and congestion persists. To better address such supply and demand imbalances, the Bay Area should consider introducing a system of high-occupancy/toll (HOT) lanes. Such a system would inject a pricing element into highway use by giving solo drivers the option of paying to travel in high-occupancy-vehicle (HOV) lanes, while carpools and buses would still travel free of charge. Think of HOT lanes as "congestion insurance," with premiums paid only by drivers who use them.

In the Bay Area, existing HOV lanes would be converted to HOT lanes. Toll revenues could then be used to close the gaps in our HOV system, and to expand express bus and rideshare services. Pricing concepts on HOV lanes already are being proven on freeways in Orange and San Diego counties — giving motorists the choice of traveling in buses, carpools or vanpools; paying a variable toll to drive in an HOV lane; or driving free of charge on existing mixed-use lanes.

Transportation 2030 Challenges

- Express buses depend on HOV lanes to zip passengers around the Bay Area. Filling existing gaps in the region's HOV system would create a seamless network of unobstructed lanes, deliver faster commutes and improve overall efficiency. This may also work to encourage more people to take transit. But the work of filling these gaps cannot be financed with traditional sources alone. HOT lane tolls would generate new funds to fill the gaps in the express bus network, buy and operate new transit vehicles, and influence demand for scarce roadway capacity.

- Though the concept of converting HOV lanes to HOT lanes has gained some support, there are concerns that HOT lanes would only benefit the affluent. A California Polytechnic University (San Luis Obispo) study of Orange County's State Route 91 toll lanes found that only about one-quarter of the motorists in toll lanes at a given time are higher-income motorists. The majority are low- and moderate-income motorists. HOT lanes give all drivers, regardless of income, the freedom of choice.

- Implementation of a HOT network in the Bay Area could take place over the next five to 10 years. MTC will need federal and state legislative permission — and cooperation from Caltrans and the CHP — to implement a comprehensive HOT network. Legislation was recently enacted to allow a limited number of HOT lanes to be implemented in Alameda and Santa Clara counties.

- HOT lanes will lead to an increase in traffic volumes in these lanes. To maintain premium service levels, the threshold for carpool designation in some corridors may have to rise to three persons per vehicle.

- Implementation of a HOT network would mark a turn away from traditional highway expansion financing, by relying on user fees generated directly by the HOT lanes themselves rather than gasoline taxes or sales taxes.

Calls to Action

Try Before We Buy

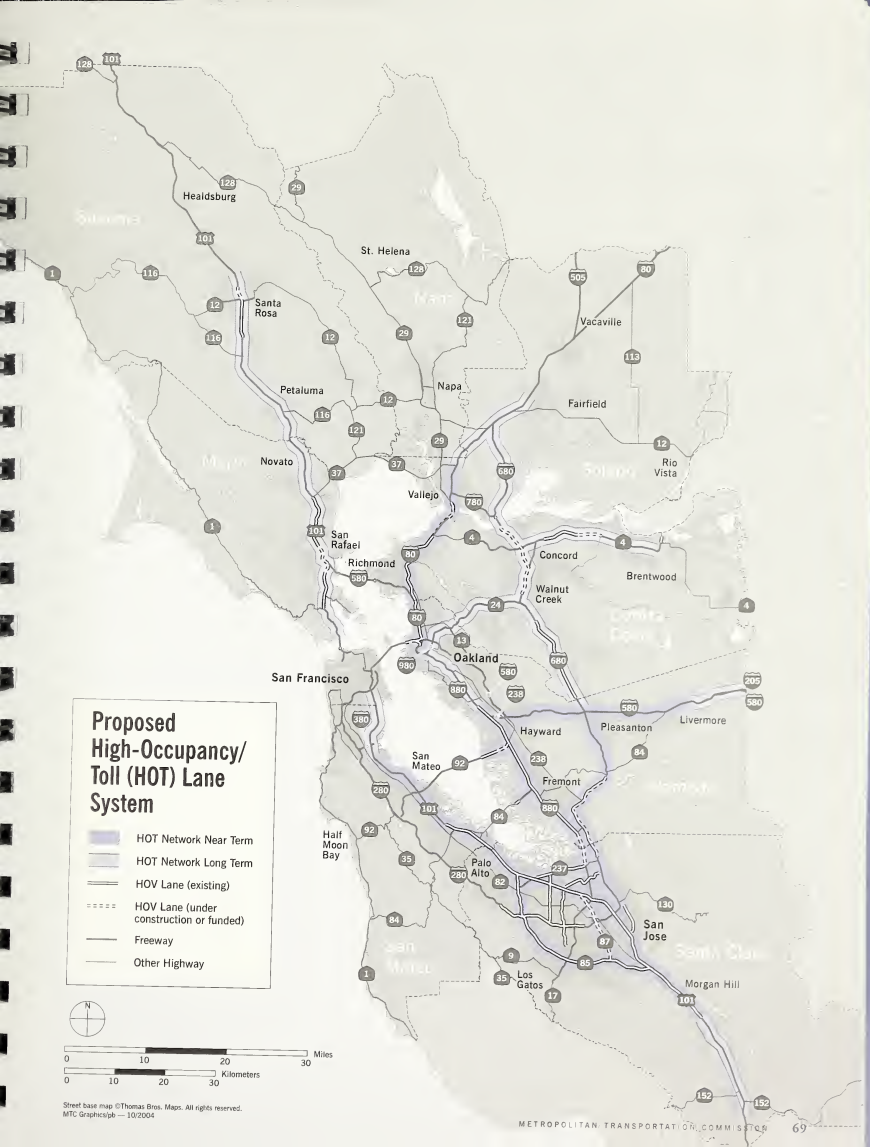
We'll never know if HOT lanes can be an effective solution to congestion unless we give them a try. A pilot HOT lane program in Alameda and Santa Clara counties must get under way as quickly as feasible.

Put Legislation in the Fast Lane

MTC is seeking permission from Congress and the state Legislature to implement tolls on the state highway system. House and Senate reauthorization bills to permit greater experimentation with tolls on the Interstate system indicate the federal government is supportive of tolling. Bay Area transportation agencies must work collectively to build support for HOT lanes and other innovative pricing programs as reauthorization of TEA 21 unfolds.

Get a Little Help From Our Friends

Implementation of a HOT network will require extensive cooperation with Caltrans — which may need to adopt more flexible rules for roadway design and operations — and the CHP, which will have to rigorously enforce HOT lane eligibility laws to keep the lanes free-flowing.



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MTC Resolution 3434: the Bay Area's Vision for Transit Expansion

MTC's Regional Transit Expansion Program, adopted in 2001 as Resolution 3434, identifies nine new rail extensions, significant service expansions to existing rail lines and a comprehensive regional express bus program, new ferry service, plus eight enhancement programs to existing rail and bus corridors. (See corresponding maps.) When fully implemented, this next generation of transit expansion projects will forge key transit network connections between southern Alameda County and the Silicon Valley, provide a new southern transbay link, enhance the Bay Area's central transit hub in San Francisco, and extend the reach of rail to the North Bay and the outer East Bay.

Transportation 2030 Challenges

Financing

Central to the Transportation 2030 Plan update is a review of the financial assumptions that went into developing the Regional Transit Expansion Program. This review will focus not only on capital investments, but also on identifying a stable revenue stream to operate and maintain the new services.

Smart Growth

A key element of MTC's Transportation/ Land-Use Platform, to be incorporated into the Transportation 2030 Plan, is the directive to condition MTC Resolution 3434 funds on projects that promote transit-oriented development. A task force is assisting in developing recommendations on how best to leverage transit expansion investments.

High-Speed Rail

A statewide high-speed rail service currently is being planned. This new state investment could benefit local commuters as well, especially in upgrading the Caltrain system on the San Francisco peninsula, which will share right of way with the high-speed trains.

Calls to Action

Condition Transit Expansion Upon Appropriate Land Uses

Transit should be expanded only in those areas where there are existing or planned land uses with development densities to support the transit service.

Seek Robust Federal Earmarks

Continue the region's aggressive strategy to capture significant New Starts, Bus, and Ferryboat discretionary revenues.

Support Retention of Traffic Congestion Relief Program Earmarks

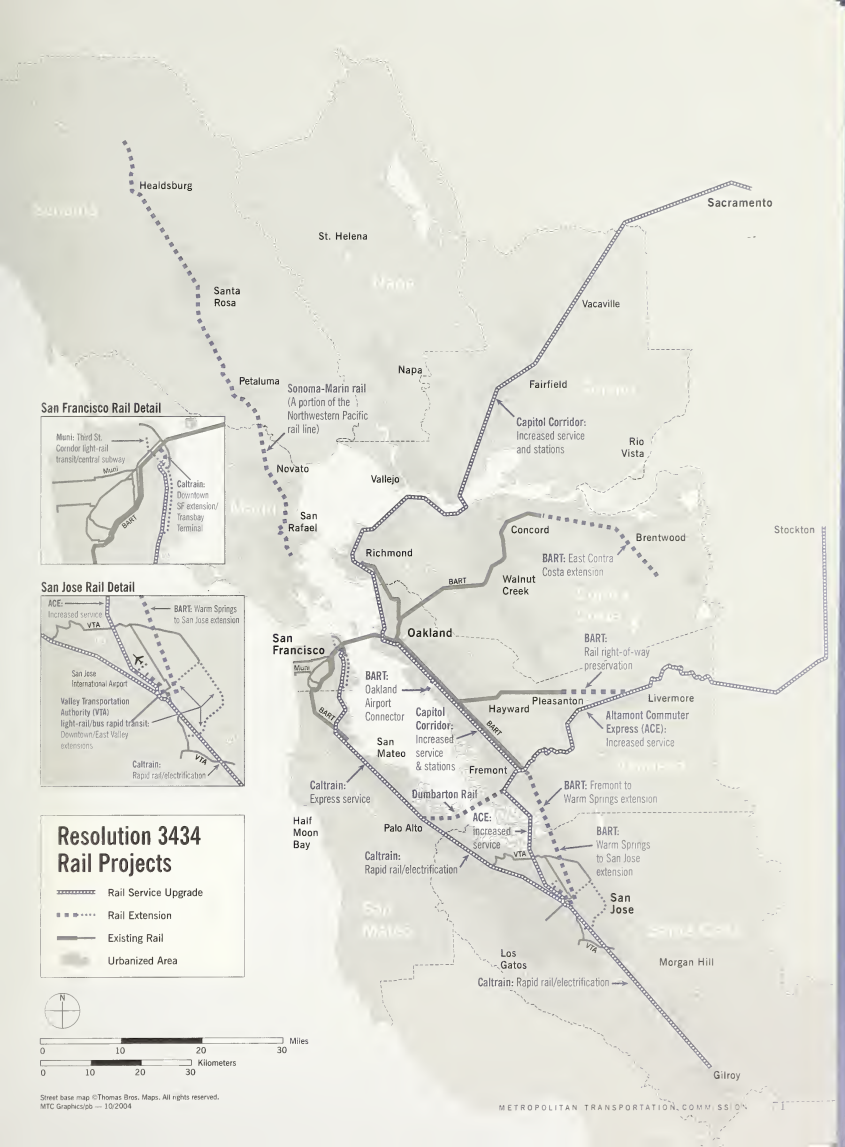
Proposition 42, which passed with 69 percent of the vote in March 2002, permanently dedicated gasoline sales tax revenues to transportation. It is expected to generate over $1 billion each year for transportation, including $678 million annually for the statewide Traffic Congestion Relief Program (TCRP), which provides a total of $850 million for Resolution 3434 transit expansion projects. California's continuing budget troubles, however, have led to repeated suspensions of TCRP funding.

Support Passage of County Sales Taxes

Local transportation sales taxes are an increasingly important source of transit funding in the Bay Area, and have been a critical source of local funding for Resolution 3434 projects. These funds can be used as a match to qualify for state and federal funds.

Support the California High-Speed Rail Initiative

California voters' approval of a proposed bond measure — slated for the ballot in 2006 — for a high-speed rail system linking the Bay Area and southern California also could provide crucial funding for Resolution 3434 projects, including Caltrain electrification and extension into a new Transbay Terminal in downtown San Francisco.



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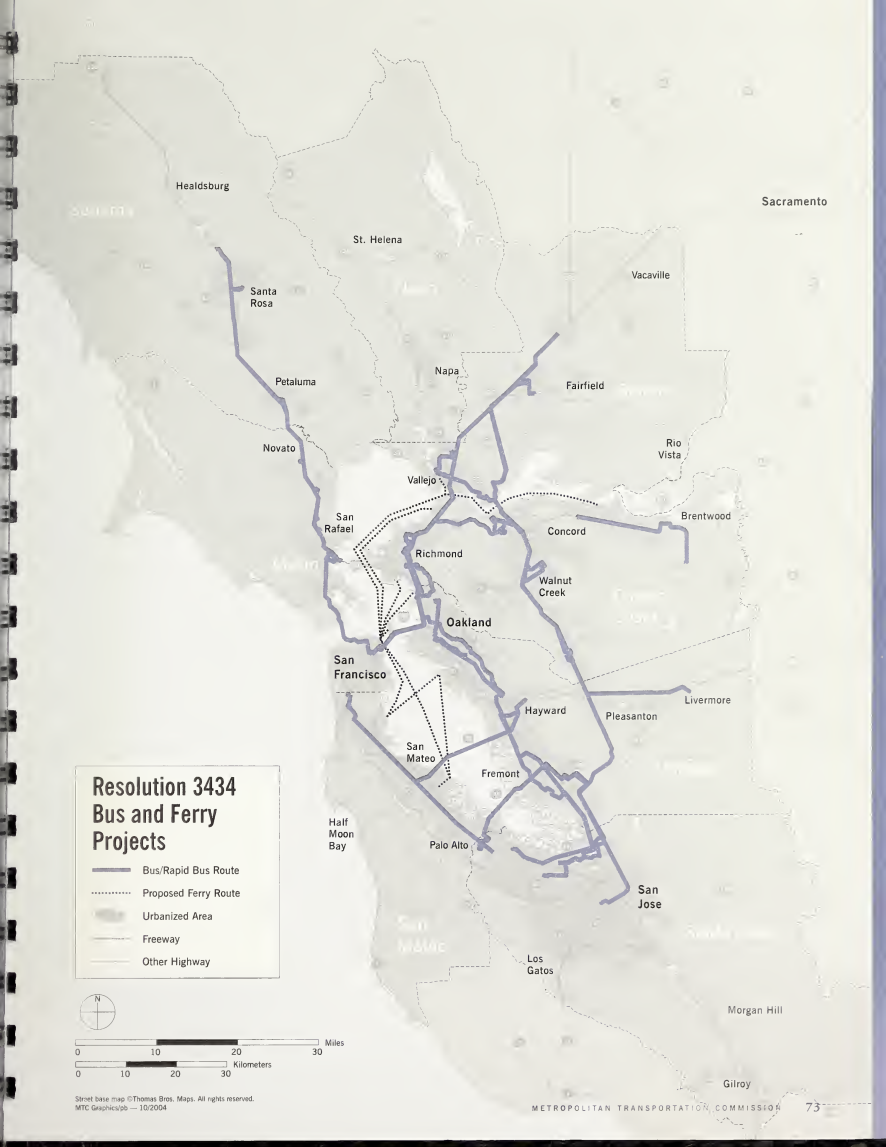

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Moving Goods to Market

Goods movement is critical to the Bay Area's economy. Bay Area businesses and residents could not function without a robust goods-movement system. Measured in terms of tonnage, nearly half of all goods moved into, out of, or within the Bay Area have both an origin and a destination within the region. Commodities such as food, construction materials and merchandise for retail stores account for most of the freight that travels in the region.

Over 37 percent of Bay Area economic output is in manufacturing, freight transportation, and warehouse and distribution businesses. Collectively, these businesses spend approximately $6.6 billion annually on transportation services. The businesses providing these services also play a critical role as generators of jobs and economic activity in their own right. Bay Area goods-movement businesses provided almost 6 percent of the region's jobs in 1997. Since these estimates do not include employment in warehouses, it is likely that goods-movement businesses provide almost twice as much employment as indicated in these figures. Some of these jobs are entry-level jobs, which have been declining in other sectors of the manufacturing economy.

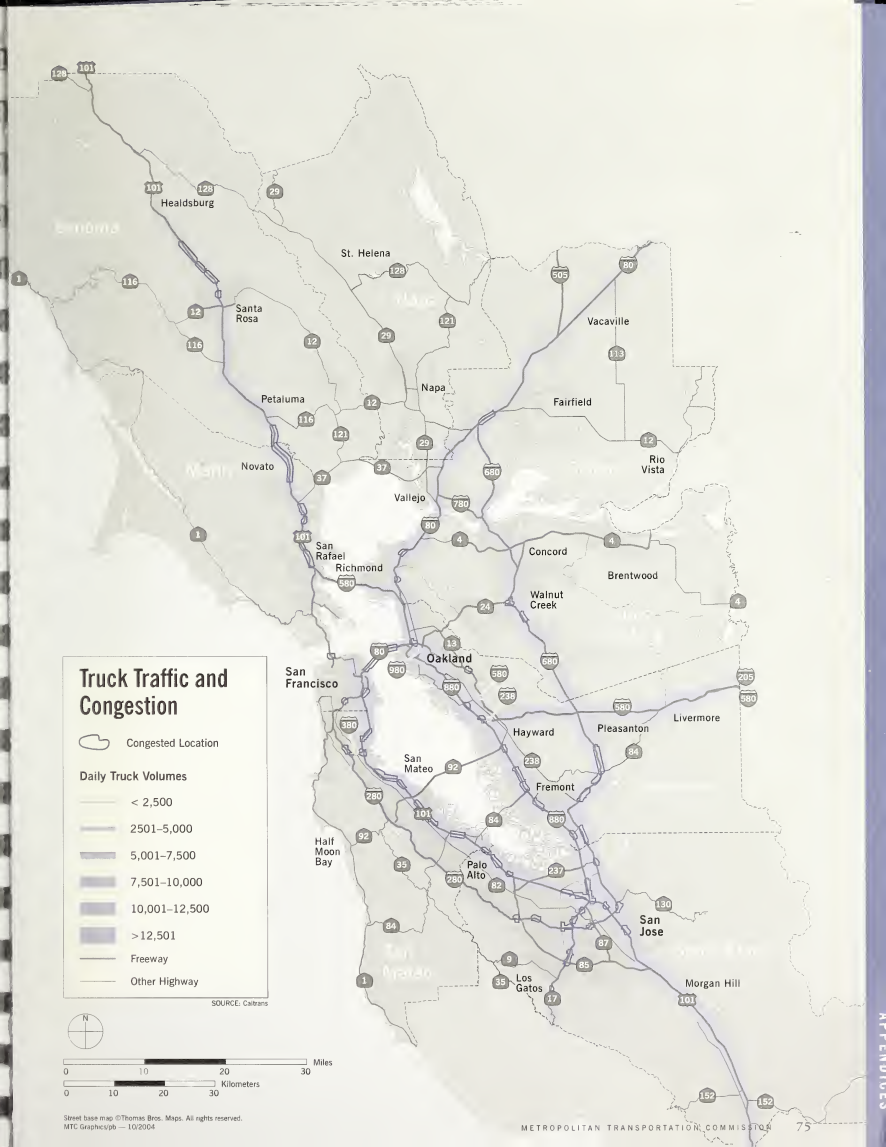
Transportation 2030 Challenges

Highways

More than 80 percent of the goods movement in the Bay Area involves trucking in several major corridors — Interstate 880, U.S. 101, I-580 and I-80. In these corridors, which rank among the most congested in the Bay Area, trucks compete for scarce freeway capacity.

Rail

After trucking, rail carries the next largest share of Bay Area freight. For the most part, the system in the Bay Area is functioning effectively for the primary markets it serves. There are, however, a number of locations throughout the East Bay where at-grade rail crossings pose problems for both the rail network (slowing rail traffic and creating bottlenecks) and for truck and auto traffic. Another problem is the growing competition between freight rail needs and passenger rail needs in the Capitol Corridor linking Sacramento and the Bay Area.



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Air Cargo

Air cargo is the fastest-growing segment of the Bay Area goods-movement system. Air cargo volume is forecast to triple between 1998 and 2020, with a whopping 125 percent increase in all-cargo flights. Peak-period congestion on freeways leading to the airports is becoming more of an issue for expedited delivery shipments needing access to the airport. Lastly, landside capacity for support facilities is a growing problem. The lack of availability of air cargo storage and sort facilities constrains future growth in international cargo shipments from San Francisco International Airport.

> "AIR CARGO IS THE FASTEST-GROWING SEGMENT OF THE BAY AREA GOODS MOVEMENT SYSTEM."

Maritime

Peak-period congestion problems are becoming an important access issue for the Port of Oakland. As warehouse and freight facilities move to outlying areas, trucks must be on the road longer to access the port.

Land Use

One of the biggest constraints on goods movement is the lack of suitable land for supporting businesses, especially in the bayside communities of the region's urban core.

Calls to Action

I-880 Corridor Improvements

- Improve incident management, and fund centrally controlled ramp metering and traveler information systems.
- Eliminate operational deficiencies impacting trucks via interchange improvements, auxiliary lane improvements, truck lane continuity improvements, and spot-capacity increases to improve safety and flow conditions along freeway segments with high truck volumes.
- Provide viable alternatives to the freeway for trucks serving the major industrial corridor along I-880, such as parallel arterials and rail or inland barge options.

Consider Options for Expanding Capacity in the I-580 Corridor

Potential options to explore include truck climbing lanes over the Altamont Pass, an inland rail or barge shuttle system, or a truck-only toll facility.

Maritime Projects

Improve access to the Port of Oakland through a series of investments on arterial access routes and I-880 interchanges and the integration of public and private freight-tracking information systems.

Air Cargo Projects

Develop a land-use/industrial land preservation plan for the region's major commercial airports in San Francisco, Oakland and San Jose. Improve cross-Bay connections among the airports and between shippers concentrated in the South Bay/East Bay and the international and domestic air cargo facilities.

Land Use

The Bay Area transportation community must develop regional strategies and incentives to encourage local communities to preserve land for freight-related uses.

appendices

Appendix One — Projects by County 78

Bay Area Region/Multi-County 78

Alameda County 81

Contra Costa County 89

Marin County 95

Napa County 97

San Francisco County 98

San Mateo County 101

Santa Clara County 105

Solano County 116

Sonoma County 119

Appendix Two — MTC Transportation/ Land-Use Platform 123

Appendix Three — Transportation Control Measures (TCMs) 129

Federal TCMs 129

State TCMs 131

Appendix Four — Supplementary Reports 135

Draft Environmental Impact Report 135

Draft Transportation Air Quality Analysis 135

Project Notebook 135

Public Outreach and Involvement Program — Summary Reports 135

Equity Analysis Report 136

Project Performance Evaluation Report 136

Appendix Five — Related Plans 137

Regional Airport System Plan 137

San Francisco Bay Area Seaport Plan 138

Draft 2004 San Francisco Bay Area Ozone Strategy 138

2002 High-Occupancy-Vehicle (HOV) Lane Master Plan Update 139

Regional Bicycle Master Plan 139

Regional Intelligent Transportation Systems (ITS) Architecture and Strategic Plan 139

projects by county

Bay Area Region/Multi-County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Adequate Maintenance					
94540	Carquinez Bridge replacement: construct new suspension bridge west of existing bridges (4 westbound lanes, including a high-occupancy-vehicle (HOV) lane, plus new bicycle/pedestrian pathway) and modify Crockett interchange	$479.8	$479.8		Regional Measure 1 Toll Bridge Program; open to traffic; demolition of original bridge remains
94541	New Benicia-Martinez Bridge: construct new bridge span east of existing span (4 mixed-flow lanes and 1 slow-vehicle lane). Includes new toll plaza and upgrades to I-680/I-780 interchange and I-680/Marina Vista Road interchange, and reconstruction of the existing bridge for 4 mixed-flow lanes and bicycle and pedestrian lane.	$1,057.8	$1,057.8		Regional Measure 1 & 2 Toll Bridge programs
21012†	Golden Gate Bridge seismic retrofit (completes Phases 2 and 3)	$392.0	$392.0		Phase 2 is under way
22654	Golden Gate Bridge rehabilitation projects	$ 99.4		$99.4	
21013	Rehabilitation of Bay Area state-owned toll bridges	$238.0	$238.0		
21014	Richmond-San Rafael Bridge deck replacement	$53.4	$53.4		
21015	Seismic retrofit of Bay Area state-owned toll bridges, including San Francisco-Oakland Bay Bridge east span and west span/approach, and Benicia-Martinez, Carquinez and Richmond-San Rafael bridges	$8,300.0	$5,085.0	$3,215.0	
22038*	San Francisco-Oakland Bay Bridge toll plaza HOV bypass lanes	$4.0	$4.0		
21017	Small transit operators in Alameda, Contra Costa, Napa, Solano and Sonoma counties — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities other capital assets; does not include system expansion)	$2,513.8	$2,494.9	$18.9	
22636†	BART transbay tube earthquake safety (Phase 1)	$156.0	$156.0		Regional Measure 2 Toll Bridge Program
22520†	BART earthquake safety program (excludes Phase 1 of transbay tube earthquake safety project)	$1,307.0	$327.0	$980.0	
System Efficiency					
21001	Freeway Traffic Operations (includes Traffic Operations System/ Transportation Management Center enhancements, Freeway Service Patrol, incident management and technical assistance)	$394.5	$109.5	$285.0	
21005	TransLink®	$363.8	$338.1	$25.7	Initial phase funded in Regional Measure 2 Toll Bridge Program
21006	511/Transit (regional transit information systems) and transportation marketing	$75.9	$40.7	$35.2	Initial phase funded in Regional Measure 2 Toll Bridge Program
21008	511/Traffic	$142.8	$121.3	$21.5	
21007	Rideshare Program	$84.3	$54.0	$30.3	
21010	Performance monitoring	$3.5	$3.5		

[1] Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

[2] Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

* Project will be completed and operational by 2006 for federal air quality conformity purposes.

† Project will be completed and operational by 2015 for federal air quality conformity purposes.

‡ Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes.

Bay Area Region/Multi-County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
System Efficiency					
21011	Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP) — regional and county programs	$454.0	$454.0		
21320[†]	Golden Gate Bridge moveable median barrier	$23.8	$23.8		
21627[†]	Caltrain electrification from San Francisco to Gilroy	$602.0	$602.0		Resolution 3434 Regional Transit Expansion Program; cost shown is the three-county combined cost
22241	Regional Measure 2 Studies (includes regional rail study, transit connectivity study, Water Transit Authority environmental studies, I-680/Pleasant Hill BART connector study and Caldecott Tunnel transit ridership study)	$19.0	$19.0		Regional Measure 2 Toll Bridge Program
22242	Real-Time Transit Grant Program	$20.0	$20.0		Regional Measure 2 Toll Bridge Program
22244	City CarShare	$2.5	$2.5		Regional Measure 2 Toll Bridge Program
22245	Safe Routes to Transit	$20.0	$20.0		Regional Measure 2 Toll Bridge Program
22247	Regional Bicycle and Pedestrian Program	$200.0	$200.0		
22421	Clean Air Program	$255.5	$255.5		
22423	Lifeline Transportation Program	$216.0	$216.0		
22425	Surface Transportation Program (STP) and 10-year support for Transportation Planning and Land Use Solutions (T-PLUS) planning funds for counties	$95.0	$95.0		
22674	BART Core Capacity Program — system capacity	$230.0	$44.4	$185.6	
22675	BART Core Capacity Program — station access	$762.6	$32.0	$730.6	Includes funding from Regional Measure 2 Toll Bridge Program
22676	BART Core Capacity Program — station capacity	$625.1	$47.4	$577.7	
22677	BART Core Capacity Program — vehicles	$848.0		$848.0	
22090	California Interregional Intermodal Study (CIRIS) — rail freight service between Port of Oakland and Central Valley	TBD		TBD	
Strategic Expansion					
94514[†]	I-880/Route 92 interchange improvements	$133.8	$133.8		Regional Measure 1 Toll Bridge Program
21066	California High-Speed Rail with terminal in San Francisco	TBD		TBD	
21618[†]	Dumbarton rail corridor (Phase 1)	$300.0	$300.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program.
22719[‡]	Dumbarton rail corridor (Phase 2)	$15.6		$15.6	

(Continues on next page)

Bay Area Region/Multi-County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion (continued from previous page)					
21619†‡	Caltrain express tracks (Phase 2)	$482.0	$193.0	$289.0	Resolution 3434 Regional Transit Expansion Program
22009*	Capitol Corridor: Phase 1 intercity rail service (track capacity/frequency improvements from Oakland to San Jose designed to allow 16 daily round trips between Oakland and Sacramento/San Jose)	$158.0	$158.0		Resolution 3434 Regional Transit Expansion Program
22003*	Capitol Corridor: Phase 2 enhancements	$96.0	$96.0		Resolution 3434 Regional Transit Expansion Program
22006	Downtown Ferry Terminal improvements and spare ferry vessels	$36.0	$36.0		Resolution 3434 Regional Transit Expanion Program (includes Regional Measure 2 Toll Bridge Program funds)
22243	Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)	$10.5	$10.5		Regional Measure 2 Toll Bridge Program
22240	Regional Measure 2 Express Bus South improvements (includes park-and-ride lots, HOV access improvements, and rolling stock)	$13.0	$13.0		Regional Measure 2 Toll Bridge Program
22005	ACE service expansion to eight trains	$128.0	$50.0	$78.0	Resolution 3434 Regional Transit Expansion Program
22016	Improvements to high-occupancy-vehicle (HOV) network (including HOV lane gap closures and express bus services); convert HOV network to high-occupancy/toll (HOT) network	$3,000.0		$3,000.0	
22001	Sonoma Marin Area Rail Transit District (SMART) commuter rail project (environmental, preliminary engineering and right-of-way)	$62.0	$62.0		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
22513	Sonoma Marin Area Rail Transit District (SMART) commuter rail project (construction reserve only; full project not included in Financially Constrained Element)	$225.4	$40.4	$185.0	Resolution 3434 Regional Transit Expansion Program; no operating funds identified

[1] Financially Constrained Element refers to programmed local, regional, state, federal funds as well as discretionary state and federal funds anticipated to be available over the long term of the Transportation 2030 Plan.

[2] Vision Element refers to new local, regional, state and federal funds that may become available over the near to mid-term of the Transportation 2030 Plan through voter approval or legislative authorization.

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† Project will be completed and operational by 2015 for federal air quality conformity purposes.

‡ Project is identified in a county transportation sales tax measure to be placed on November 2004 ballot for voter approval. Project will shift into the financially constrained element if the measure passes

Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Adequate Maintenance					
94522	Local streets and roads pavement and non-pavement maintenance	$2,148.1	$2,148.1		
94001	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$112.4	$112.4		
22403	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$679.3		$679.3	
94525	BART (Alameda County share based on population) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	$6,935.8	$6,433.0	$502.8	
94526	AC Transit (Alameda County share based on population) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$6,837.4	$6,368.0	$469.4	
94527	Livermore Amador Valley Transit Authority (LAVTA) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$372.4	$372.4		
21468	Transit operations — AC Transit, Welfare to Work, Alameda ferries, Altamont Commuter Express (ACE), Union City Transit, Livermore Amador Valley Transit Authority (LAVTA) and countywide express bus	$510.0	$510.0		2000 Measure B sales tax project
98153†	Reconstruct MacArthur Boulevard onramp to restore access to I-80 eastbound and I-580 westbound	$9.2	$9.2		100% fully funded
98208†	Soundwalls program	$10.0	$10.0		
21151†	LAVTA maintenance/operations facility	$19.8	$19.8		
21460†	Iron Horse Trail bicycle, pedestrian and transit route	$5.8	$5.8		2000 Measure B sales tax project
21863	Local bridge maintenance	$74.8	$74.8		
22007†	Bicycle and pedestrian projects	$200.0	$200.0		Funding includes $100 million from 2000 Measure B sales tax program and $100 million from other sources (Transportation Development Act, Transportation Fund for Clean Air, etc.)
22766†	Fruitvale Avenue Railroad Bridge seismic retrofit	$7.2	$7.2		
22783†	Fruitvale Avenue Roadway Bridge seismic retrofit	$22.8	$22.8		
22768†	Estuary Bridges seismic retrofit and repairs	$2.4	$2.4		
22773†	Transit capital replacement, local road rehabilitation and safety projects	$19.0	$19.0		2000 Measure B sales tax project
22661	Adeline Street Bridge reconstruction	$60.0	$12.0	$48.0	

Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
System Efficiency					
94024†	Auto/truck separation lane at I-580/I-205 interchange	$15.7	$15.7		100% fully funded
98207†	I-880/Broadway-Jackson interchange improvements (Phase 1)	$28.0	$28.0		
21085†	Transportation Operations System (TOS) and ramp metering on I-580 from the San Joaquin county line to the city of Dublin (Phase 1)	$8.8	$8.8		
22092†	Transportation Operations System (TOS) and ramp metering on I-580 from Dublin to I-880, including I-238 (Phase 2)	$2.6	$2.6		
21103†	Central Avenue railroad overpass	$11.7	$11.7		
21107†	I-880/High Street interchange improvements	$15.9	$15.9		
21112†	Crow Canyon Road safety improvements (Stage 1)	$5.1	$5.1		
21114†	Washington/Paseo Padre Parkway grade separation	$72.9	$72.9		Regional Measure 2 Toll Bridge Program
21125	Route 84 westbound HOV lane extension from Newark Boulevard to I-880	$6.0	$6.0		Regional Measure 2 Toll Bridge Program
21126	Route 84 westbound HOV on-ramp from Newark Boulevard	$6.1	$6.1		Regional Measure 2 Toll Bridge Program
21138†	San Leandro BART Station transit village (Phase 1); includes parking structure, kiss-and-ride and bus circulation improvements	$29.0	$29.0		Remaining phases to be funded through private investment
21139†	Vasco Road safety improvements	$19.3	$19.3		2000 Measure B sales tax project; includes developer fees
21144	I-80/Gilman Avenue interchange improvements (includes roundabouts)	$1.5	$1.5		
21145†	Corridor Management Program: signal interconnect, transit priority, SMART corridors and other improvements	$20.0	$20.0		
21451†	East 14th Street/Hesperian Boulevard/150th Street channelization improvements	$1.8	$1.8		2000 Measure B sales tax project
21456†	I-580 auxiliary lanes between Santa Rita Road/Tassajara Road and Airway Boulevard interchanges	$11.9	$11.9		2000 Measure B sales tax project
21464	Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination	$243.0	$243.0		2000 Measure B sales tax project
21465	Transit enhancements funded by transit center development funds	$4.4	$4.4		2000 Measure B sales tax project
21466†	Washington Avenue/Beatrice Street interchange improvements	$1.4	$1.4		2000 Measure B sales tax project
21470†	I-680/Sunol Boulevard ramp improvements (includes signal improvements and widening under existing structure)	$0.9	$0.9		
21480†	Route 84/Ardenwood Boulevard westbound offramp intersection improvements	$0.6	$0.6		100% locally funded
21486†	Paseo Padre Parkway/Peralta Boulevard (Route 84) intersection improvements	$0.5	$0.5		100% locally funded

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Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
System Efficiency					
21488*	Warren Avenue/Warm Springs Boulevard intersection improvements	$0.5	$0.5		
21489†	I-580/San Ramon Road/Foothill Road interchange improvements	$3.9	$3.9		100% locally funded
21493*	I-580/I-680 Transportation Operations System (TOS)	$4.4	$4.4		
21896	Route 84 vertical and horizontal alignment improvements in Fremont (from 3 miles east of I-680 to 5.1 miles east of I-680)	$28.4	$28.4		State Highway Operation and Protection Program (SHOPP) project
22002†	Extend HOV lane on I-880 northbound from existing HOV terminus at Bay Bridge approach to Maritime on-ramp	$5.0	$5.0		Regional Measure 2 Toll Bridge Program
22056†	Ed Roberts Campus at Ashby BART Station	$11.2	$11.2		
22059†	Improve downtown streets and pedestrian plaza surrounding Berkeley BART Station	$5.0	$5.0		
22080†	Oakland Citywide Inteiligent Transportation Systems (ITS) (Phase 1)	$13.0	$13.0		
22082†	Reconstruct 7th Street/Union Pacific Railroad grade separation	$68.8	$68.8		
22100†	Replace I-880/Davis Street overcrossing	$10.2	$10.2		
22101†	Replace I-880/Marina Boulevard overcrossing	$8.0	$8.0		
22110†	University Avenue traffic management and streetscape enhancements to support enhanced bus service	$5.0	$5.0		
22469	East Dublin BART Station transit village	$22.0	$22.0		
22657†	I-205/I-580 Altamont Pass westbound truck lane	$58.9	$58.9		
22761†	I-880 from Hegenberger Road to I-980 operation improvements (includes freight movement to Port of Oakland)	$20.0	$20.0		
22763†	Reconstruct southbound I-880 on- and off- ramps in conjunction with I-880/5th Street seismic retrofit	$20.0	$20.0		
22769†	I-880/29th Avenue interchange safety and access improvements	$15.0	$15.0		Regional Measure 2 Toll Bridge Program
22770*	Traffic signal on Grand Avenue at Rose Avenue/Arroyo Avenue intersection in Piedmont	$0.3	$0.3		
22771*	Reconfigure Marin Avenue from San Pablo Avenue to Albany/Berkeley city line from 2 lanes to 1 lane in each direction to accommodate turn lane and bike lanes	$1.0	$1.0		
22774†	Bicycle and pedestrian improvements in Cherryland/Ashland and South Hayward areas as recommended in community-based transportation plan	$12.0	$12.0		
22775†	Broadway Avenue and Telegraph Avenue bus, BART, bicycle and taxi integration improvements	$10.6	$10.6		2000 Measure B sales tax project

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Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element‡	Vision Element‡	Notes
		In millions of 2004 dollars			
System Efficiency (continued from previous page)					
22777†	I-580 on- and off-ramp improvements in Castro Valley	$25.2	$25.2		2000 Measure B sales tax project
22778†	Lewelling Boulevard/East Lewelling Boulevard road modifications from Hesperian Boulevard to East 14th Street to improve channelization and accommodate pedestrian and bicycle facilities	$20.5	$20.5		2000 Measure B sales tax project
22779†	Route 262/Warren Avenue/I-880 interchange improvements (including Union Pacific Railroad grade separation) (Phase 2)	$52.0	$52.0		
22781†	Traffic signals in Albany	$0.5	$0.5		
22782†	Transit-oriented development (including replacement parking) at MacArthur, West Oakland, and/or Coliseum BART Stations	$25.0	$25.0		
22784*	Narrow First Street between P Street and Maple Street from 4 lanes to 2 lanes to calm traffic and accommodate pedestrians	$10.0	$10.0		
22785†	Construct I-580 eastbound auxiliary lane from First Street to Vasco Road	$2.0	$2.0		
22786*	Install ramp metering on all existing ramps along I-580 in Livermore	$1.5	$1.5		
22787*	Realign Isabel/Vallecitos intersection for through movement on Route 84	$0.9	$0.9		
21196	Union City Intermodal Station (Phase 3), includes BART parking structure to support transit village	$20.0		$20.0	
22085	Various grade separations at Union Pacific railroad tracks (including Market Street, Martin Luther King Way, High Street, 98th Street)	$169.0		$169.0	
22086	I-880 incident management, ramp metering and traveler information	$20.0		$20.0	
22087	I-880/Oak Street on-ramp reconstruction	$30.0		$30.0	
22088	I-580/I-680 interchange truck bypass lanes	$15.0		$15.0	
22089	Various railroad track and signal improvements between Emeryville and Richmond, and Richmond and Pittsburg; new railroad tracks between Port of Oakland and Emeryville; and grade separation structures in Richmond at Marina Bay Parkway	$100.0		$100.0	
22508	Alameda County lifeline transit priorities	$729.0		$729.0	
22647	Low-income student bus pass program	$12.0		$12.0	
22659	Ashby BART Station transit-oriented development in west parking lot, and station capacity improvements	$40.0		$40.0	
22671	Construct direct HOV connection between southbound I-880 to westbound Route 84 (Dumbarton Bridge approach)	TBD		TBD	
22673	I-880 modernization and ramp reconfiguration in Oakland as identified in the I-880 Safety & Operations Study	TBD		TBD	

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Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion					
94012†	Union City Intermodal Station (Phase 1)	$33.9	$33.9		
94030†	Reconstruct I-880/Route 262 interchange and widen I-880 from Route 262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)	$162.6	$162.6		
94504*	Construct 4-lane airport roadway (mostly on Port of Oakland property) from I-880/98th Avenue interchange to Oakland International Airport and then to Bay Farm Island	$114.7	$114.7		1986 Measure B sales tax project
94506†	Widen Route 84 to 6-lane parkway from I-880 to Paseo Padre and 4-lane parkway from Paseo Padre to Mission Boulevard along the Historic Parkway alignment	$118.2	$118.2		1986 Measure B sales tax project
22666	Route 84 high-occupancy/toll (HOT) lanes in Tri-Valley	$215.0		$215.0	
98139	ACE station/track improvements in Alameda County (including parking improvements at Vasco Road and downtown Livermore stations)	$20.1	$20.1		
21100	I-580/Vasco Road interchange improvements	$40.0	$40.0		
21101†	Extend Tinker Avenue from Webster Street to 5th Avenue (includes Transit Center at College of Alameda)	$14.8	$14.8		
21105†	I-580/Isabel interchange improvements (Phases 1 and 2)	$100.0	$100.0		2000 Measure B sales tax project
21123†	Union City Intermodal Station infrastructure improvements (Phase 2)	$50.0	$50.0		
21131†	BART-Oakland International Airport connector	$254.3	$254.3		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
21132†	BART extension to Warm Springs	$678.0	$678.0		Resolution 3434 Regional Transit Expansion Program (includes Regional Measure 2 Toll Bridge Program funds)
21133*	New West Dublin/Pleasanton BART Station	$53.0	$53.0		
21134*	Rapid Bus Transit (RBT) in the San Pablo Corridor	$2.0	$2.0		
21149†	Upgrade express bus services in Dumbarton corridor	$4.0	$4.0		
21157†	I-80/Ashby Avenue/Shellmound Street interchange modifications	$2.8	$2.8		
21159†	AC Transit facilities expansion in northern Alameda County	$2.0	$2.0		
21185†	Extend Eden Road from Doolittle Drive to city of San Leandro water pollution control plant	$2.0	$2.0		
21417†	Dumbarton Express park-and-ride: 90 spaces on Decoto Road near I-880 by the Dumbarton Bridge (includes right-of-way acquisition)	$1.5	$1.5		

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Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion (continued from previous page)					
21455†	Widen I-238 between I-580 and I-880 from 4 lanes to 6 lanes, includes auxiliary lanes on I-880 south of I-238	$108.0	$108.0		2000 Measure B sales tax project
21467†	Extend Westgate Parkway along eastern edge of Westgate Shopping Center between Williams Street and Davis Street	$10.6	$10.6		2000 Measure B sales tax project
21472†	I-680/Bernal Avenue interchange improvements	$17.5	$17.5		100% locally funded
21473†	Construct a 4-lane major arterial connecting Dublin Boulevard and North Canyons Parkway	$10.0	$10.0		
21475	I-580/First Street interchange improvements	$30.0	$30.0		
21477	I-580/Greenville Road interchange improvements	$35.0	$35.0		
21482†	Exend Fremont Boulevard to connect to I-880/Dixon Landing Road	$4.5	$4.5		100% locally funded
21483*	Widen Stevenson Boulevard from I-880 to Blacow Road from 4 lanes to 6 lanes	$1.0	$1.0		100% locally funded
21484*	Widen Kato Road from Warren Avenue to Milmont Drive	$3.0	$3.0		100% locally funded
21487†	Widen Mowry Avenue from Mission Boulevard to Peralta Boulevard	$0.5	$0.5		100% locally funded
21492†	Extend Scarlett Drive from Dublin Boulevard to Dougherty Road	$5.8	$5.8		2000 Measure B sales tax project
21886†	Widen unimproved segment of Industrial Parkway between Whipple Road and improved segment of Industrial Parkway from 2 lanes to 4 lanes	$0.5	$0.5		TEA-21 federal earmark project
21992	AC Transit bus corridor improvements	$20.0	$20.0		
22013	I-580 corridor improvements (widen I-580 in both directions for HOV and auxiliary lanes from Tassajara Road to Greenville Road, construct HOV direct connector from westbound I-580 to southbound I-680, construct eastbound truck climbing lane from Flynn Road to Greenville Road (Altamont Summit), and acquire express buses)	$445.0	$445.0		Resolution 3434 Regional Transit Expansion Program Project (includes Regional Measure 2 Toll Bridge Program funds)
22664	I-580 high-occupancy/toll (HOT) lanes from Greenville Road west to I-680	$50.0		$50.0	
22042†	Widen I-680 for northbound HOV lane from Route 237 to Stoneridge Drive (includes ramp metering and auxiliary lanes)	$165.0	$165.0		Project is jointly funded by Alameda and Santa Clara counties
22062†	Construct infrastructure for future Irvington BART Station	$2.4	$2.4		
22063†	Route 238 corridor improvements between Foothill Boulevard/Mattox Road to Mission Boulevard/Industrial Parkway (includes adding a lane throughout the corridor and grade separations at the Foothill/Mission/Jackson interchange)	$150.0	$150.0		This project replaces the Route 238 Bypass project
22084*	Oakland International Aiport North Field access road	$10.4	$10.4		

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Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion					
22455†	AC Transit Bus Rapid Transit (BRT) and Enhanced Bus, Phase 1: Telegraph Avenue/International Boulevard corridor	$167.0	$167.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
21153	AC Transit Bus Rapid (BRT) and Enhanced Bus, Phase 2: Telegraph Avenue/International Boulevard corridor	$164.4		$164.4	
22509	Alameda/Oakland to San Francisco ferry service and Harbor Bay to San Francisco ferry service	$12.0	$12.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22511	Berkeley/Albany to San Francisco ferry service	$22.0	$22.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22760†	Outer Harbor intermodal terminal (formerly known as Joint Intermodal Terminal [JIT] expansion)	$87.5	$87.5		
22764†	Construct auxiliary lane on I-880 between Hegenberger Road and 66th Avenue and shift merge point of the westbound Hegenberger Road to I-880 on-ramp	$4.6	$4.6		
22776†	Widen Route 84 from 2 lanes to 4 lanes from north of Pigeon Pass to Vineyard Avenue and 2 lanes to 4 or 6 lanes from Vineyard Avenue to Jack London Boulevard	$120.8	$120.8		
22796†	Construct 4-lane arterial connection between future eastern end of Dublin Boulevard in Dublin to North Canyons Parkway in Livermore	$10.0	$10.0		100% locally funded
22990†	Widen Route 262 from I-880 to Warm Springs Boulevard (including reconstructing Route 262/I-880 and Route 262/Kato Road interchanges) and reconstruct Union Pacific Railroad underpasses	$38.3	$38.3		
22991†	Widen I-680 for southbound high-occupancy-vehicle (HOV)/high-occupancy/toll (HOT) lane from Route 237 to Route 84 (includes ramp metering and auxiliary lanes)	$223.0	$223.0		2000 Traffic Congestion Relief Program (TCRP) and 2000 Measure B sales tax project
22064†	Convert southbound high-occupancy-vehicle (HOV) lane on I-680 between Route 84 and Route 237 into high-occupancy/toll (HOT) lane	$20.0	$20.0		
21093	Route 92/Clawiter Road/Whitesell Street interchange improvements	$39.0	$26.6	$12.4	
21154	AC Transit bus acquisition for transbay, express, subscription or local services	$38.0		$38.0	
22780	AC Transit major corridor enhancements, Phase 1 — Bus Rapid elements: includes MacArthur Boulevard/West Grand Avenue; College Avenue/University Avenue; Shattuck Avenue/The Alameda; Foothill Boulevard; Sacramento Street/Market Street; Mission Boulevard/Outer East 14th Street; Hesperian Boulevard	$97.0	$97.0		
21160	AC Transit major corridor enhancements, Phase 2 — beyond Bus Rapid improvements: MacArthur Boulevard/West Grand Avenue; College Avenue/University Avenue; Shattuck Avenue/The Alameda; Foothill Boulevard; Sacramento Street/Market Street; Mission Boulevard/Outer East 14th Street; Hesperian Boulevard	$216.0		$216.0	Resolution 3434 Regional Transit Expansion Program

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Alameda County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion (continued from previous page)					
22106	Extend Whitesell Street as a 4-lane arterial from Enterprise to Depot Road	$11.0		$11.0	
22432	Construct Irvington BART Station	$76.0		$76.0	
22660	Widen I-880 by adding one lane in each direction between Whipple and Jackson	TBD		TBD	
22667	Tri-Valley rail extension from Dublin/Pleasanton BART Station to Greenville Road in the I-580 median	$900.0		$900.0	
22668	Add northbound and southbound I-680 HOV lanes between Route 84 in Alameda County to Alcosta Boulevard in Contra Costa County	$180.0		$180.0	
22670	Widen I-880 for HOV lanes northbound from Hacienda overcrossing to 98th Avenue and southbound from 98th Avenue to Marina Boulevard	TBD		TBD	

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Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Adequate Maintenance					
94553	Local streets and roads pavement and non-pavement maintenance	$1,288.0	$1,288.0		
94036	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$119.0	$119.0		
22404	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$782.4		$782.4	
94050	Upgrade Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)	$50.0	$50.0		
94556	BART (Contra Costa County share) — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion)	$4,612.0	$4,277.6	$334.4	
94557	AC Transit (Contra Costa County) — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$1,021.7	$951.5	$70.2	
94558	Central Contra Costa Transit Authority (CCCTA) — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$801.4	$794.3	$7.1	
21864	Local bridge maintenance	$71.0	$71.0		
System Efficiency					
94046‡	Non-capacity-increasing improvements to interchanges and parallel arterials to Route 4	$9.1	$9.1		
94048‡	Non-capacity-increasing improvements to interchanges and parallel arterials to I-80	$12.3	$12.3		
98126‡	Non-capacity-increasing improvements to interchanges and parallel arterials to I-680 and Route 24	$9.1	$9.1		
94051†	I-680 auxiliary lane from Diablo Road to Sycamore Valley Road (Segment 1) in Danville and from Crow Canyon Road to Bollinger Canyon Road (Segment 3) in San Ramon	$22.5	$22.5		
94532†	Gateway Lamorinda Traffic Program	$14.8	$14.8		1988 Measure C sales tax project
94538*	Route 4 transportation management system	$0.7	$0.7		
98127*	I-680/Alcosta Boulevard interchange improvements	$14.8	$14.8		Includes developer fees
98196†	Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way	$6.8	$6.8		
98198*‡	Vasco Road safety and operational improvements in Contra Costa and Alameda counties	$18.0	$18.0		

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Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
System Efficiency (continued from previous page)					
21202‡	Regional and local pedestrian and bicycle improvements, including overcrossing locations to be determined	$39.3	$19.3	$20.0	
22353†	I-680 southbound HOV gap closure between North Main Street and Livorna	$14.0	$14.0		Regional Measure 2 Toll Bridge Program
22602†	Construct I-680 auxiliary lanes in both directions from Sycamore Valley Road to Crow Canyon Road	$36.5	$36.5		
22637†	BART crossover at the Pleasant Hill BART Station	$25.0	$25.0		Regional Measure 2 Toll Bridge Program
21036	Selected additional I-680 auxiliary lanes south of I-680/Route 24 interchange	$20.0		$20.0	
22004	AC Transit Regional Lifeline Transit priorities	$50.0		$50.0	
22336‡	Widen shoulders of Byron Highway and construct grade separation over Union Pacific railroad tracks	$20.0		$20.0	
22351‡	I-680 northbound HOV gap closure between North Main Street and Route 242	$43.0		$43.0	
22352‡	I-680/Norris Canyon Road direct HOV ramps in San Ramon	$44.0		$44.0	
22354‡	I-680/Marina Vista interchange improvements	$8.0		$8.0	
22360‡	I-80/San Pablo Dam Road interchange reconstruction	$25.0		$25.0	
22375	Route 24 and I-680 Traffic Operations System (TOS) and fiber optic cable project	$5.0		$5.0	
22376	Route 4 ramp meter,Traffic Operations System (TOS) and fiber optic cable project	$5.0		$5.0	
22378	I-80 and I-580 Traffic Operations System (TOS) and fiber optic cable project	$5.0		$5.0	
22382‡	Richmond Parkway/San Pablo Avenue grade separated interchange	$20.0		$20.0	
22383‡	Upgrade Richmond Parkway geometry to principal arterial standards	$50.0		$50.0	
22390‡	Reconstruct Route 4/Willow Pass Road ramps in Concord	$15.0		$15.0	
22611‡	Low-income student bus pass program	$14.5		$14.5	
22612‡	I-680/Sycamore Valley Road direct HOV ramps in Danville	$66.0		$66.0	

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Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion					
94045†	New express buses for I-80 HOV service (capital costs)	$16.9	$16.9		
94047†	Extend the northern limits of the I-80 westbound HOV lane from north of Cummings Skyway to Route 4	$30.0	$30.0		
94052*	I-680 HOV lanes from Marina Vista interchange to North Main Street (southbound) and from Route 242 northbound to the Marina Vista interchange	$54.5	$54.5		
94054*	Martinez Intermodal Terminal Facility (Phases 1 and 2); includes construction of a new passenger rail station, bus facilities and parking	$31.3	$31.3		
94531*	Widen Route 4 to 6 mixed flow lanes and 2 HOV lanes from Bailey Road to Railroad Avenue with median wide enough to accommodate future BART and restripe from Route 242 to Bailey Avenue for HOV lanes	$28.0	$28.0		1988 Measure C sales tax project
96022†	Route 4 Bypass, Segment 1: construct a 6-lane facility from Route 4 to Laurel Road and a 4-lane facility from Laurel Road interchange to Lone Tree Way, and add interchanges at Laurel Road and Lone Tree Way	$85.0	$85.0		Funded by East Contra Costa Regional Fee and Financing Authority (ECCRFA)
98104*	Widen Route 4 from Railroad Avenue to Loveridge: interchange improvements and highway widening to 6 mixed flow lanes and 2 HOV lanes	$100.0	$100.0		
98115†	Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	$6.0	$6.0		100% locally funded
98130†‡	Widen Alhambra Avenue from 2 lanes to 4 lanes from Route 4 to McAlvey Drive	$14.6	$14.6		
98132†	Widen and extend Bollinger Canyon Road to 6 lanes from Alcosta Boulevard to Dougherty Road	$4.4	$4.4		Includes developer fees
98133†‡	Widen Pacheco Boulevard from 2 lanes to 4 lanes from Blum Road to Arthur Road	$15.0	$15.0		
98134†	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	$45.0	$45.0		
98135†	Construct Windermere Parkway: 4 lanes from Bollinger Canyon Road extension to East Branch	$14.0	$14.0		100% locally funded through developer fees
98136†	Construct East Branch as 4 lanes from Bollinger Canyon Road extension to Camino Tassajara	$14.0	$14.0		100% locally funded through developer fees
98142†	Widen Route 4 from 4 lanes to 8 lanes with HOV lanes from Loveridge Road to Somersville Road	$70.0	$70.0		
98157†	Enhancements to AC Transit bus service for the San Pablo corridor in Contra Costa County	$8.5	$8.5		
98193†	Extend Panoramic Drive from North Concord BART Station to Willow Pass Road	$10.0	$10.0		100% locally funded
98194†‡	Extend Commerce Avenue between Pine Creek and Waterworld Parkway to connect Willow Pass Road with Route 242/Concord Avenue interchange	$6.2	$6.2		

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projects by county

Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion (continued from previous page)					
98197*	Richmond intermodal transfer station (station building)	$4.1	$4.1		
98211†	I-80 eastbound HOV lane extension from Route 4 to the Crockett interchange just south of the Carquinez Bridge	$50.0	$50.0		Regional Measure 2 Toll Bridge Program
98221	Route 4 Bypass, Segment 2, Phase 2: widen to 4 lanes from Lone Tree Way to Balfour Road	$12.0	$12.0		Funded through East Contra Costa Regional Fee and Financing Authority (ECCRFA)
98222‡	Route 4 Bypass, Segment 1: Route 160 freeway-to-freeway connectors to and from the north	$23.0	$23.0		
98999†‡	Widen Route 4 eastbound from 4 lanes to 8 lanes from Somersville Road to Route 160	$232.0	$232.0		
21203†	Express bus capital costs for commuter bus service from Contra Costa Express Bus Study	$6.8	$6.8		
21204	Ancillary park-and-ride, transit access, express bus service enhancements	$6.8	$6.8		
21205†‡	I-680/Route 4 interchange freeway-to-freeway direct connectors: eastbound Route 4 to southbound I-680, and northbound I- 680 to westbound Route 4 (Phases 1 and 2)	$112.0	$112.0		
21206†‡	Caldecott Tunnel fourth bore	$218.0	$218.0		Includes $8 million from Alameda County and $20 million from Contra Costa County; cost assumes 2-lane bore on the north side
21207†‡	Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition and construction)	$6.8	$6.8		
21208†	Richmond Parkway Transit Center (includes signal reconfiguration/timing, new 700–800-space parking facility and security improvements at Hilltop park-and-ride lot)	$25.0	$25.0		Regional Measure 2 Toll Bridge Program
21209	Hercules Transit Center relocation and expansion	$6.8	$6.8		
21210†‡	Capitol Corridor train station in Hercules	$13.0	$13.0		2000 Traffic Congestion Relief Program (TCRP) project
21212†‡	Construct auxiliary lane along eastbound Route 4 and widen Hillcrest Avenue eastbound off-ramp from 1 lane to 2 lanes	$2.5	$2.5		
21213†	Pittsburg/Bay Point BART Station parking & lighting improvements (400 new spaces)	$4.0	$4.0		
21214*	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	$8.5	$8.5		
21216†	Extend Laurel Road from Route 4 Bypass to Empire Avenue	$20.0	$20.0		
92600*	Widen Somersville Road Bridge in Antioch to 4 lanes	$1.0	$1.0		

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Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion					
22601[†]	Route 4 Bypass, Segment 3: construct a 2-lane facility from Balfour Road to Walnut Boulevard, and upgrade Marsh Creek Road	$47.0	$47.0		
22603[†]	Richmond intermodal transfer station (680-space parking garage)	$13.0	$13.0		
21218[‡]	Additional bus transit operations support	$130.0		$130.0	
21223[‡]	I-680 transit corridor improvements (including express bus service enhancements and improved connections to BART)	$100.0		$100.0	
21211[†‡]	BART/East Contra Costa rail extension (environmental, preliminary engineering and right-of-way)	$181.0	$181.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22011[‡]	BART/East Contra Costa rail extension (construction reserve only; full project not included in Financially Constrained Element)	$209.0	$106.0	$103.0	Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22122[‡]	Ferry service in western Contra Costa County (Richmond and Hercules or Rodeo)	$57.0	$11.0	$46.0	Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program funds
22342[‡]	Express bus service expansion along I-680 corridor	$50.0		$50.0	
22346[‡]	Express bus service expansion along I-580 corridor	$10.0		$10.0	
22350[‡]	I-680/Route 4 interchange improvements (Phases 3 through 5) and HOV flyover ramps	$182.0		$182.0	
22355[‡]	I-80/Central Avenue interchange modifications	$23.0		$23.0	
22358	I-80/Route 4 interchange improvements	$100.0		$100.0	
22365[‡]	Martinez Ferry landside improvements	$10.0		$10.0	
22371	Park-and-ride lots for the support of Regional Express Bus service	$20.0		$20.0	
22388[‡]	Construct Route 242/Clayton Road northbound on-ramp	$16.0		$16.0	
22389[‡]	Construct Route 242/Clayton Road southbound off-ramp	$15.0		$15.0	
22392	Route 4/Range Road interchange construction	$10.0		$10.0	
22400	Construct Route 239 from Brentwood to Tracy Expressway	$100.0		$100.0	
22402[‡]	School bus programs in San Ramon and Lamorinda	$112.0	$42.0	$70.0	
22510	Antioch/Pittsburg to Martinez to San Francisco ferry service	$33.0	$33.0		Resolution 3434 Regional Transit Expansion Program; no operating funds identified
22516	Enhance Capitol Corridor regional rail service (West Contra Costa and Solano counties)	$70.0		$70.0	

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Contra Costa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion (continued from previous page)					
22604‡	Construct safety and operational improvements (including potential realignment) on Vasco Road from Brentwood to Alameda County line	$50.0		$50.0	
22605‡	Route 4 Bypass, Segments 2 & 3: widen and upgrade to full freeway (widen segment 2 to 6 lanes from Lone Tree to Balfour, and widen segment 3 to 4 lanes from Balfour to Walnut)	$130.0		$130.0	
22607‡	Major streets widening, extensions and interchange improvements (East County)	$50.0		$50.0	
22609‡	Major streets widening, extensions and interchange improvements (Central County)	$200.0		$200.0	
22610‡	Major streets widening, extensions and interchange improvements (West County)	$50.0		$50.0	
22613‡	Major streets widening, extensions and interchange improvements (Southwest County)	$50.0		$50.0	
22614‡	Martinez Intermodal Station (Phase 3): construction of an additional 425 spaces and auto/pedestrian bridges	$6.8		$6.8	
22981‡	Widen Route 4 as continuous 4-lane arterial from Marsh Creek Road to San Joaquin County line	$100.0		$100.0	

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Marin County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Adequate Maintenance					
98511	Local streets and roads pavement and non-pavement maintenance	$326.6	$326.6		
94055	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$62.2	$62.2		
22405[‡]	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$259.4	$259.4		
94572	Golden Gate Transit (Marin County share) — Transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	$1,903.3	$1,761.3	$142.0	
98525	Seismic retrofit and upgrade (rehabilitation) of local bridges and overpasses shortfall	$16.7	$4.0	$12.7	
21865	Local bridge maintenance	$23.5	$23.5		
System Efficiency					
21302[†]	Bicycle and pedestrian projects	$86.5	$15.5	$71.0	Includes central Marin ferry access improvements project funded by Regional Measure 2 Toll Bridge Program
21888*	Construct flyover from Sanitary Landfill Road east of U.S. 101 to southbound U.S. 101	$6.9	$6.9		100% privately funded project
22146[†]	Construct Class 1 bicycle path between Larkspur and Central San Rafael; includes rehabilitation of Cal Park Hill Tunnel	$12.5	$12.5		Regional Measure 2 Toll Bridge Program
22159[†]	Marin County U.S. 101 northbound ramp meter, Traffic Operation System (TOS), fiber optic cable project	$8.1	$1.5	$6.6	
22160[†]	Marin County U.S. 101 southbound and I-580 ramp meter, Traffic Operation System (TOS), fiber optic cable project	$10.1	$1.8	$8.3	
21315	U.S. 101/Miller Creek Road interchange improvements in Marinwood: signalize ramp intersections	$1.0		$1.0	
22430	Kerner Boulevard/Francisco Boulevard East/Andersen Drive underpass connector	$5.0		$5.0	
22436	U.S. 101 southbound auxiliary lane from Lincoln to Mission	$4.0		$4.0	
22437	U.S. 101 northbound auxiliary lane at Nave Drive	$20.3		$20.3	

Marin County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion					
94563†	Widen U.S. 101 for HOV lanes (one in each direction) from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael	$127.1	$127.1		2002 Traffic Congestion Relief Program (TCRP) project. Initial phase fully funded at $152.1 million.
98154†	Widen U.S. 101 from Route 37 to the Sonoma County line from 4 lanes to 6 lanes (including 2 HOV lanes) and convert some highway sections to freeway standards	$200.0	$200.0		Joint project between Marin and Sonoma counties. See companion Sonoma County project #98147 on page 120.
98178*	U.S. 101/Sir Francis Drake Boulevard improvements	$0.5	$0.5		Regional Measure 2 Toll Bridge Program
98179*	U.S. 101/Tiburon Boulevard interchange improvements	$18.5	$10.5	$7.9	Includes developer fees
21303‡	Local Marin bus service enhancements (capital only)	$58.6	$6.8	$51.8	
21306*	U.S. 101/Lucas Valley Road interchange improvements	$19.3	$4.7	$14.7	
21308†	Expand Manzanita park-and-ride lot	$22.4	$10.1	$12.3	
21325†	U.S. 101/Greenbrae interchange improvements	$47.5	$47.5		Regional Measure 2 Toll Bridge Program
22157†	Park-and-ride lots for support of Regional Express Bus service	$15.3	$5.0	$10.3	
21030	I-580/U.S. 101 interchange improvements and new freeway-to-freeway connectors from westbound I-580 to northbound and southbound U.S. 101	$101.7		$101.7	
21317	Widen Route 1 from U.S. 101 to Flamingo Road	$4.3		$4.3	
22419‡	Widen U.S. 101 for HOV lanes (one in each direction) from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael	$25.0		$25.0	
22429	U.S. 101/Manuel Freitas Parkway interchange improvements	$5.0		$5.0	

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Napa County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Adequate Maintenance					
94576	Local streets and roads pavement and non-pavement maintenance	$218.1	$218.1		
94064	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$65.8	$65.8		
22406	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$399.1		$399.1	
94070*	Transit service center on Soscol Avenue at Jackson Street and operational improvements to existing transit programs	$2.0	$2.0		
21871	Local bridge maintenance	$24.6	$24.6		
22745	Countywide local roads and streets maintenance	$150.8		$150.8	
22750	Transportation project environmental mitigation	$11.3		$11.3	
System Efficiency					
22417	Safe Routes to School bicycle and pedestrian program	$8.3		$8.3	
22740	Route 29 safety and operational improvements	$38.0		$38.0	
22742	Senior and disabled free fares	$6.8		$6.8	
22744	Countywide traffic signal coordination	$5.0		$5.0	
22747	Route 12/Route 29/Route 121 intersection improvements	$18.5		$18.5	
Strategic Expansion					
94071*	Replace Napa River (Maxwell) Bridge and widen from 2 lanes to 4 lanes on Route 121 over the Napa River in the city of Napa	$29.0	$29.0		
94076*	Trancas intermodal facility adjacent to interchange at Route 29 and Redwood Road/Trancas Street	$0.8	$0.8		
94575*	Construct grade-separated interchange at Route 29 and Redwood Road/Trancas Street	$53.0	$53.0		
94073†	Construct new southbound Route 221 to southbound Route 29 flyover (including auxiliary lane to Route 12/Route 29)	$20.0	$20.0		
94074†	Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Napa County portion of project)	$52.0	$52.0		See companion Solano County project #94152 on page 117
94075†	Route 12/Route 29/Airport interchange construction	$39.9	$39.9		
22743	Express bus/pre-rail program	$100.0		$100.0	
22746	Widen Route 29/First Street overcrossing to 4 lanes	$20.0		$20.0	
22749	Safety and congestion relief program on arterials and county roads	$43.6		$43.6	

San Francisco County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Adequate Maintenance					
94627	Local streets and roads pavement and non-pavement maintenance	$997.5	$997.5		
94078	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$104.4	$104.4		
21548	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation	$1,361.7	$8.0	$1,353.7	
98102*	South access to the Golden Gate Bridge: Doyle Drive environmental study	$16.2	$16.2		2003 Proposition K sales tax project
94089†	Reconstruct Doyle Drive from Golden Gate Bridge toll plaza to Broderick Street (includes Route 1/U.S. 101 interchange improvements)	$446.7	$446.7		
94625†	Upgrade Bernal Heights streets to accommodate emergency vehicle access	$2.4	$2.4		2003 Proposition K sales tax project
94635	BART (San Francisco County share) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	$3,669.5	$3,403.5	$266.0	
94636	San Francisco Municipal Railway (Muni) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$16,410.3	$15,582.2	$828.1	
22481	Caltrain (San Francisco County share) — transit operating and capital improvement program (including replacement, rehabilitation and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station Improvements (e.g., platforms) are included.	$1,256.2	$1,076.7	$179.5	
22482	Golden Gate Transit (San Francisco County share) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	$175.5	$162.6	$12.9	
94637	Paratransit	$291.0	$291.0		2003 Proposition K sales tax project
21505	Local bridge seismic work	$8.0	$4.0	$4.0	
21526	Transit rehabilitation and replacement	$73.0	$8.0	$65.0	
21533	Street tree program	$95.0	$95.0		2003 Proposition K sales tax project
21866	Local bridge maintenance	$61.7	$61.7		
22248	Wheelchair curb ramps program	$68.0	$58.0	$10.0	2003 Proposition K sales tax project
22249	New and upgraded streets program	$24.1	$24.1		2003 Proposition K sales tax project
22426‡	Islais Creek maintenance facility	$74.0	$74.0		2003 Proposition K sales tax project
94090	Bicycle and pedestrian program	$127.1	$127.1		2003 Proposition K sales tax project

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San Francisco County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
System Efficiency					
94624	Traffic signals and signs program	$203.8	$148.8	$55.0	2003 Proposition K sales tax project
94639	Travel Demand Management (TDM) Program	$13.2	$13.2		2003 Proposition K sales tax project
98593*	Integrated Transportation Management System (SFgo) Initial Phase	$5.9	$5.9		2003 Proposition K sales tax project
98630†	BART Advanced Automatic Train Control System (county share)	$53.0	$53.0		
21501	Bicycle projects and programs	$4.0	$2.0	$2.0	
21502	Pedestrian projects and programs	$4.0	$2.0	$2.0	
21503	Traffic calming program	$84.0	$74.0	$1.0	2003 Proposition K sales tax project
21506*	Advanced Technology and Information Systems (SFgo)	$58.0	$8.0	$50.0	
21507	Transit enhancement program; includes transit system connectivity and accessibility, service gap closures and expanded service	$95.0	$50.0	$45.0	2003 Proposition K sales tax project
21529	New and upgraded local streets and roads	$38.0	$8.0	$30.0	
21535	Travel Demand Management (TDM) and planning for transit, bicycle and pedestrians (includes funding match for Transportation for Livable Communities/Housing Incentive Programs)	$4.0	$2.0	$2.0	
21544	Balboa Park BART Station expansion	$34.5	$9.7	$24.8	2000 Traffic Congestion Relief Program (TCRP) project
22420†	Bus Rapid Transit (BRT)/Transit Preferential Streets (TPS) Program	$240.0	$130.0	$110.0	2003 Proposition K sales tax project
22514	Integrated Traffic Management System (SFgo)	$19.6	$19.6		2003 Proposition K sales tax project
Strategic Expansion					
94632*	Third Street Light-Rail Project: light-rail transit extension to Bayview Hunters Point (Phase 1, initial operating segment)	$583.9	$583.9		Regional Measure 2 Toll Bridge Program; under construction
21510†	Third Street Light-Rail Project: light-rail transit extension to Chinatown (Phase 2, Central Subway)	$694.0	$694.0		Resolution 3434 Regional Transit Expansion Program; Phase 1 funding will count as local match toward Phase 2 for purposes of New Rail Starts funding
21342†	Caltrain downtown extension/Transbay Terminal replacement (environmental, preliminary engineering and right-of-way acquisition)	$274.0	$274.0		Resolution 3434 Regional Transit Expanion Program; Regional Measure 2 Toll Bridge Program
22008	Caltrain downtown extension/TransBay Terminal replacement (construction reserve only; full project not included in Financially Constrained Element)	$1,543.0	$1,277.0	$266.0	Resolution 3434 Regional Transit Expansion Program
21549†	Construct access route linking Hunters Point Shipyard Redevelopment Area to U.S. 101 (involves environmental study, design and right-of-way acquisition)	$12.7	$12.7		TEA-21 federal earmark project

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San Francisco County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion (continued from previous page)					
22255*	Construct Illinois Street Intermodal Bridge across Islais Creek to connect to Port of San Francisco's Pier 80 cargo terminal	$15.3	$15.3		
22412	Additional light-rail vehicles (LRVs) to expand Muni rail service	$5.8	$5.8		2003 Proposition K sales tax project
22415†	Expand historic streetcar service	$6.4	$6.4		Regional Measure 2 Toll Bridge Program and 2003 Proposition K sales tax project
22512	Treasure Island to San Francisco ferry service (capital reserve only; full project not included in Financially Constrained Element)	$21.0	$21.0		Resolution 3434 Regional Transit Expansion Program; no operating funds identified

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San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Adequate Maintenance					
94662	Local streets and roads pavement and non-pavement maintenance	$1,147.6	$1,147.6		
94093	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$58.0	$58.0		
22408	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$355.9		$355.9	
94656[†]	Devil's Slide bypass	$280.0	$280.0		
94664	Caltrain (San Mateo County share) — transit operating and capital improvement program (including replacement, rehabilitation and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station improvements (e.g., platforms) are included.	$1,254.7	$1,076.7	$178.0	
94666	SamTrans — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$3,081.6	$3,021.6	$60.0	
21876	BART (San Mateo County share) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART-to-SFO extension)	$1,384.1	$1,283.8	$100.3	
21630	Continuation of SamTrans express service	$3.0	$3.0		Regional Measure 2 Toll Bridge Program
21867	Local bridge maintenance	$31.3	$31.3		
22261[†]	Route 1/San Pedro Creek Bridge replacement project (initial phase)	$6.2	$6.2		
94667[‡]	SamTrans Americans With Disabilities Act (ADA) services	$60.0		$60.0	
System Efficiency					
94100[†]	U.S. 101 auxiliary lanes from Marsh Road to Route 92	$59.9	$59.9		1988 Measure A sales tax project, under construction
94644[‡]	Route 92 westbound slow vehicle lane between Route 35 and I-280	$58.0	$12.5	$45.5	
98176[†]	U.S. 101 auxiliary lanes from 3rd Avenue to Millbrae and U.S. 101/Peninsula Avenue interchange reconstruction	$81.7	$81.7		
98203[†]	Study of Route 1 in Half Moon Bay area operational and safety improvements	$4.0	$4.0		
21349	U.S. 101/Ralston Avenue interchange improvement	$14.4	$14.4		
21602[†]	U.S. 101/Broadway interchange reconstruction	$56.0	$56.0		
21603[†]	U.S. 101/Woodside Road interchange improvements	$50.0	$50.0		

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San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
System Efficiency (continued from previous page)					
21606†	U.S. 101/ Willow Road interchange reconstruction	$49.5	$49.5		
21607†	U.S. 101/University Avenue interchange reconstruction	$4.9	$4.9		
21608†	U.S. 101 northbound and southbound auxiliary lanes from Marsh Road to Santa Clara County line	$91.2	$91.2		
21615†	I-280/Route 1 interchange safety improvements (initial phase)	$7.0	$7.0		1988 Measure A sales tax project
21623†	Caltrain local station improvements in San Mateo County	$67.0	$67.0		1988 Measure A sales tax project
21624	Transit-Oriented Development Incentives Program	$30.0	$30.0		
21626†‡	Caltrain grade separation program (San Mateo County)	$381.3	$275.6	$105.7	1988 Measure A sales tax project
22223†	Study of U.S. 101/Peninsula Avenue southbound ramps	$4.0	$4.0		
22230†	Study of I-280 auxiliary lanes from I-380 to Hickey Boulevard	$13.0	$13.0		
22262†	U.S. 101 North and Route 92 ramp metering, Traffic Operations System (TOS) and fiber communications project	$9.6	$2.0	$7.6	
22264†	I-280 North and I-380 ramp metering, Traffic Operations System (TOS), fiber communications project	$9.4	$2.0	$7.4	
22265†	I-280 South and Route 92 ramp metering, Traffic Operations System (TOS) and fiber communications project	$6.1	$2.0	$4.1	
22274†‡	Intelligent Transportation System (ITS) improvements in San Mateo County	$20.0	$14.0	$6.0	
22424†	BART Advanced Automatic Train Control (AATC) Phase V — Daly City to Millbrae/SFO	$53.0	$53.0		
22756†	U.S. 101/Candlestick interchange reconstruction (Phase 1)	$10.0	$10.0		
21604‡	U.S. 101 auxiliary lanes from Sierra Point to San Francisco County line	$6.0		$6.0	
21610‡	U.S. 101 auxiliary lanes from San Bruno Avenue to Grand Avenue	$26.3		$26.3	
21893‡	Route 92 between Half Moon Bay city limits and Pilarcitos Creek alignment and shoulder improvements	$30.0		$30.0	
22224‡	Caltrain and California High-Speed Rail grade separations and station in Atherton	$66.1		$66.1	
22229‡	U.S. 101/Sierra Point Parkway interchange replacement	$14.0		$14.0	
22231‡	Widen north side of John Daly Boulevard/I-280 overcrossing for additional westbound traffic lane and dedicated right-turn lane for southbound I-280 off-ramp	$9.0		$9.0	
22232	Construct streetscape improvements on Mission Street from San Pedro Road to John Daly Boulevard	$12.4		$12.4	

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San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
System Efficiency					
22273[‡]	U.S. 101/Candlestick interchange reconstruction (Phase 2)	$37.7		$37.7	
22725[‡]	I-280/Route 1 interchange improvements	$47.0		$47.0	
22727[‡]	U.S. 101/Peninsula Avenue southbound ramps	$28.0		$28.0	
22729[‡]	I-280 auxiliary lanes from I-380 to Hickey Boulevard	$87.0		$87.0	
22739[‡]	U.S. 101 operational improvements near Route 92	$9.0		$9.0	
22751[‡]	Route 1 operational and safety improvements in Half Moon Bay area	$26.0		$26.0	
Strategic Expansion					
94643	Widen Route 92 between Route 1 and Half Moon Bay city limits	$13.9	$13.9		
98204[†]	Construct Route 1 northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	$15.5	$15.5		
21605*	U.S. 101/Oyster Point Boulevard interchange improvements (Phases 2 and 3)	$40.0	$40.0		
22125[†]	Ferry service from South San Francisco to San Francisco	$30.0	$30.0		Resolution 3434 Regional Transit Expansion Program; Regional Measure 2 Toll Bridge Program
22236[†]	Study of Hillsdale Transit Center relocation	$3.0	$3.0		
22239[†]	Study of Manor Drive/Route 1 overcrossing widening and improvement project	$2.0	$2.0		
22268[‡]	Countywide shuttle service programs	$68.0	$8.0	$60.0	
22282[†]	Widen U.S. 101 southbound by adding 5th lane from westbound Route 92 loop on-ramp to Ralston Avenue off-ramp	$1.0	$1.0		
21609[‡]	I-280/I-380 local access improvements from Sneath Lane and San Bruno Avenue to I-380	$13.5		$13.5	
21892[‡]	Widen Route 84 from 4 lanes to 6 lanes from El Camino Real to Broadway	$11.0		$11.0	
22120[‡]	Ferry service from Redwood City to San Francisco to Alameda (capital reserve only; full project not included in Financially Constrained Element)	$23.0	$23.0		Resolution 3434 Regional Transit Expansion Program; no operating funds identified.
22227[†]	Extend Geneva Avenue from Bayshore Boulevard to U.S. 101/Harney ramps from 4 lanes to 6 lanes (includes grade separation with Caltrain tracks and Tunnel Avenue)	$64.8		$64.8	Expect 50% of the project to be funded through developer fees
22228[‡]	Extend Lagoon Way to connect to U.S. 101, Bayshore Boulevard and Guadalupe Canyon Parkway	$16.5		$16.5	Expect 25% of the project to be funded through developer fees

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San Mateo County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion (continued from previous page)					
22267‡	Union Pacific Railroad right-of-way acquisition for transit, bicycle and pedestrian use	$8.0		$8.0	
22271‡	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane	$40.0		$40.0	
22279‡	U.S. 101/Produce Avenue interchange project	$77.3		$77.3	
22615‡	Dumbarton rail corridor and station improvements	$30.0		$30.0	
22622‡	Manor Drive/Route 1 overcrossing widening and improvement project	$10.0		$10.0	
21612†	Improve Dumbarton Bridge access to U.S. 101 (Phase 1)	$35.0	$35.0		
22723‡	Improve Dumbarton Bridge access to U.S. 101 (Phase 2)	$35.0		$35.0	
21613†	Route 92 improvements from San Mateo Bridge to I-280, includes uphill passing lane from U.S. 101 to I-280 (Phase 1)	$28.0	$28.0		
22724‡	Route 92 improvements from San Mateo Bridge to I-280 (Phase 2)	$72.0		$72.0	
22726‡	South San Francisco to Alameda ferry service	$5.0		$5.0	Resolution 3434 Regional Transit Expansion Program
22226*	Caltrain Bayshore intermodal station: cross platform transfers with Third Street LRT and improve bus connections (Phase 1)	$14.0	$14.0		
22728‡	Caltrain Bayshore intermodal station: cross platform transfers with Third Street LRT and improve bus connections (Phase 2)	$22.8		$22.8	
22732‡	Hillsdale Transit Center relocation	$34.0		$34.0	

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Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Adequate Maintenance					
94609	Local streets and roads pavement and non-pavement maintenance	$2,129.8	$2,129.8		
94106	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$201.5	$201.5		
22903	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement maintenance	$1,316.9	$100.0	$1,216.9	
94610	Valley Transportation Authority (VTA) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$11,054.5	$10,300.5	$754.0	
94613	Caltrain (Santa Clara County portion) — transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$1,256.2	$1,076.7	$179.5	
22480	BART (Santa Clara County share) — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion)	$2,540.1	$2,355.7	$184.4	
20002*	Route 85 noise mitigation between I-280 and Route 87	$7.0	$7.0		
21750	VTA landscape restoration and graffiti removal program	$0.5	$0.5		
21754†	VTA soundwall program	$10.0	$10.0		
21868	Local bridge maintenance	$129.4	$129.4		
22152†	Reconstruct Mathilda Avenue bridge over Caltrain tracks and Evelyn Avenue	$17.4	$17.4		
22807†	Caltrain local station improvements	$87.2	$87.2		
22853†	Alma Bridge replacement feasibility study	$0.3	$0.3		
22873†	Replace Loyola Bridge bicycle/pedestrian crossing over Foothill Expressway	$10.0	$10.0		
22890†	Adobe Creek bike/pedestrian bridge replacement	$0.5	$0.5		
System Efficiency					
96002†	Route 152 safety improvements from Uvas Creek to Route 156 near Gilroy	$21.1	$21.1		
98103*	Construct auxiliary lane on northbound Route 17 from Camden Avenue to Hamilton Avenue (including improvements to northbound on-ramp from Camden Avenue)	$12.0	$12.0		

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Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
System Efficiency (continued from previous page)					
21558†	Foothill Expressway traffic and signal operational improvements from Edith Avenue to El Monte Avenue, and at Grant Avenue/St. Joseph Avenue intersection	$1.5	$1.5		
21703†	I-880/Coleman Avenue interchange improvements	$70.0	$70.0		100% fully funded
21705	Route 237/El Camino Real/Grant Road intersection improvements	$3.0	$3.0		
21713	Construct auxiliary lane on eastbound Route 237 from North First Street to Zanker Road	$15.0	$15.0		
21715†	Route 152/Route 156 interchange improvements	$27.3	$27.3		
21718†	Route 85 northbound and southbound auxiliary lanes between Homestead Avenue and Fremont Avenue	$19.0	$19.0		
21719†	I-880/I-280/Stevens Creek Boulevard interchange improvements (Phase I)	$14.0	$14.0		
21724	Widen U.S. 101 for northbound and southbound auxiliary lane from Trimble Road to Montague Expressway	$10.0	$10.0		
21729†	Mary Avenue bicycle and pedestrian overcrossing at I-280	$7.0	$7.0		
21730†	Los Gatos Creek Trail from Lincoln Avenue to Auzerais	$2.0	$2.0		
21731†	Los Gatos Creek Trail from San Fernando Street to San Carlos Street	$3.0	$3.0		
21733†	Uvas Creek Class 1 Trail connection to Gilroy Sports Park (Phases 1 and 2 from Thomas Road Bridge to Gilroy Sports Park)	$0.5	$0.5		
21735†	San Tomas Aquino Creek Trail (Route 237 to Santa Clara city limits)	$19.7	$19.7		Route 237 to Mission College Boulevard segment is complete
21737†	Borregas Avenue bicycle and pedestrian overcrossings at U.S. 101 and Route 237	$7.4	$7.4		
21738†	West Little Llagas Creek bicycle and pedestrian pathway from Spring Road to Watsonville Road	$2.0	$2.0		
21739†	Union Pacific bicycle and pedestrian overcrossing from Gibraltar Court to Montague Expressway	$3.0	$3.0		
21741†	Bicycle and pedestrian improvements on Hamilton Avenue from Salmar to Creekside (Route 17)	$2.0	$2.0		
21742*	River Oaks Parkway bike and pedestrian bridge at Guadalupe River	$3.0	$3.0		
21743†	Bicycle improvements on Almaden Expressway between Ironwood Drive and Foxworthy	$2.0	$2.0		
21744†	Bike and pedestrian overcrossing at Caltrain railroad tracks near Brokaw Road	$5.0	$5.0		
21745†	De Anza Trail (Reach 3)	$3.0	$3.0		

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Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
System Efficiency					
21746†	Cox Avenue/Southern Pacific railroad intersection improvements; includes improvements to grade crossings and bicycle paths	$1.0	$1.0		
21768†	Caltrain local station improvements	$110.0	$110.0		
21785†	U.S. 101/Blossom Hill Road interchange improvements	$7.0	$7.0		
21786†	U.S. 101/Hellyer Avenue interchange modifications	$11.0	$11.0		100% locally funded
21831*	Montague Expressway level-of-service improvements from U.S. 101 to North First Street	$9.0	$9.0		1996 Measure B sales tax project (partial funding)
21832†	Central Expressway level-of-service improvements from Bowers Avenue to De la Cruz Boulevard	$5.0	$5.0		1996 Measure B sales tax project (partial funding)
21833*	Almaden Expressway level-of-service improvements from Blossom Hill Road to Branham Lane	$4.0	$4.0		1996 Measure B sales tax project (partial funding)
21836†	San Tomas Expressway at Hamilton Avenue level-of-service improvements	$1.1	$1.1		
21837*	Capitol Expressway level-of-service improvements at McLaughlin Avenue	$0.5	$0.5		
21838*	Foothill Expressway level-of-service improvements at various locations	$2.0	$2.0		
22010†	Construct I-280 northbound second exit lane to Foothill Expressway	$1.0	$1.0		
22012†	Route 237 eastbound auxiliary lane improvement from North First Street to Zanker Road	$6.0	$6.0		
22022†	Palo Alto Smart Residential Arterials	$6.2	$6.2		
22121†	Loyola Drive/Foothill Expressway intersection improvements	$10.0	$10.0		
22168†	Convert one-way streets to two-way streets at various intersections in San Jose	$20.0	$20.0		
22246*	Blossom Hill Road pedestrian overcrossing and improvements	$6.8	$6.8		
22649†	Widen Campbell Avenue Bridge over Los Gatos Creek to accommodate pedestrian and bicycle facilities	$1.5	$1.5		
22801†	Bernardo Avenue pedestrian/bicycle undercrossing at Caltrain tracks	$5.0	$5.0		
22802†	Extend Hetch Hetchy pathway from Los Altos Avenue to El Camino Real	$0.4	$0.4		
22803*	Bicycle racks program	$0.2	$0.2		
22804	Feasibility study of Stevens Creek Trail connection between Mountain View and Cupertino	$0.1	$0.1		
22806†	Capitol Avenue/Great Mall Parkway grade separation over Montague Expressway	$40.0	$40.0		

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Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		in millions of 2004 dollars			
System Efficiency (continued from previous page)					
22809†	DeWitt Avenue/Sunnyside Avenue intersection realignment	$5.0	$5.0		
22810*	San Martin Avenue/Monterey Road railroad crossing improvements	$1.5	$1.5		
22811*	Church Avenue/Monterey Highway railroad crossing improvements	$0.6	$0.6		
22812†	Capitol Expressway channelization improvements	$2.0	$2.0		
22813*	Wedgewood Avenue traffic and pedestrian safety improvements	$0.6	$0.6		
22814†	Extend Foothill Expressway westbound deceleration lane at San Antonio Road	$0.5	$0.5		
22815†	Miramonte Avenue bikeway improvements	$0.8	$0.8		
22816†	Oregon-Page Mill Expressway corridor operational improvements	$5.0	$5.0		
22817*	Widen Campbell Avenue to accommodate pedestrian and bicycle facilities	$2.0	$2.0		
22818†	Expressway and city street signals coordination	$10.0	$10.0		
22819	Santa Teresa Boulevard/Fitzgerald Avenue intersection improvements	$0.7	$0.7		
22820†	Expressway traffic signal system upgrade to allow traffic count collection	$0.5	$0.5		
22821	Transportation for Livable Communities (TLC) and Pedestrian Program	$37.4	$37.4		
22822†	Expressway traffic information outlets	$5.0	$5.0		
22826*	Rengstorff Avenue grade separation at Central Expressway and Caltrain tracks	$0.3	$0.3		
22827*	Magdalena Avenue/Country Club Drive intersection improvements	$0.4	$0.4		
22828*	Dixon Landing Road/North Milpitas Boulevard intersection improvements	$1.0	$1.0		
22829†	Fitzgerald Road/Masten Avenue intersection improvements	$0.8	$0.8		
22831†	Install traffic signal interconnect systems in Sunnyvale, Palo Alto, Mountain View and Los Altos	$2.5	$2.5		
22833†	Route 85/Almaden Expressway interim operational improvements	$2.0	$2.0		
22834	Widen Route 237 for eastbound auxiliary lane from Mathilda Avenue to Fair Oaks Avenue	$5.0	$5.0		
22835‡	Construct Sunnyvale Caltrain Station overpass/underpass for pedestrians and bicyclists	$1.8	$1.8		
22837*	Saratoga Avenue and Saratoga-Sunnyvale Road corridor signalization improvements	$0.5	$0.5		

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Santa Clara County

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		In millions of 2004 dollars			
System Efficiency					
22839†	Convert HOV lane to mixed-flow lane on Central Expressway between San Tomas and De La Cruz (including removing HOV queue jump lanes at Bowers)	$0.1	$0.1		
22840†	Study to reconfigure Route 85/Almaden Expressway interchange (Caltrans Project Study Report/Project Development Study)	$0.3	$0.3		
22841†	Los Gatos Creek Trail from San Carlos Street to Guadalupe River	$5.9	$5.9		
22842†	Route 152/Ferguson Road intersection improvements	$1.0	$1.0		
22844†	Construct right-turn lane from westbound Monroe Street to San Tomas Expressway	$1.0	$1.0		
22845	Construct U.S. 101 southbound auxiliary lane from Ellis Street to eastbound Route 237	$3.0	$3.0		
22846†	Stevens Creek Trail Reach 4 Central from North Meadow to Dale Avenue neighborhood	$4.0	$4.0		
22847†	Route 9 bike lanes from Saratoga through Monte Sereno to Los Gatos	$1.7	$1.7		
22848†	Develop high-occupancy/toll (HOT) lane demonstration project on one freeway corridor in Santa Clara County	$2.0	$2.0		
22850*	Widen Almaden Plaza Way for a fifth lane at the approach of the Route 85/Almaden Plaza Shopping Center/Alameda Expressway intersection	$0.8	$0.8		
22852†	Coyote Creek Trail from Hellyer County Park to Anderson Lake County Park	$1.3	$1.3		
22854†	I-280/Oregon-Page Mill interchange modification	$5.0	$5.0		
22855†	Coyote Creek Trail connection	$0.5	$0.5		
22856†	Lawrence Expressway-Saratoga Avenue corridor signal optimization	$0.1	$0.1		
22859*	Berryessa Creek Trail (Reach 3) between Abel Street and Gill Park	$0.6	$0.6		
22860†	Replace California Avenue undercrossing of Caltrain tracks and Alama Street	$5.0	$5.0		
22861†	Bicycle boulevards and bike lanes network	$5.0	$5.0		
22862†	Alum Rock School District area traffic-calming elements	$2.2	$2.2		
22863†	Borregas Avenue bike lanes	$0.2	$0.2		
22864†	Bollinger Road bike lanes from Anza Boulevard and Lawrence Expressway/Miller Boulevard	$0.4	$0.4		
22865*	Coyote Creek trail from Route 237/Bay Trail to Story/Keyes	$6.1	$6.1		
22866†	I-280/Lawrence Expressway signal phasing and timing coordination	$0.1	$0.1		

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Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
System Efficiency (continued from previous page)					
22867*	Rancho Rinconada neighborhood traffic management plan	$0.6	$0.6		
22868*	Park Avenue bicycle and pedestrian enhancements	$1.0	$1.0		
22869†	Guadalupe River Trail from Alviso to I-880	$5.1	$5.1		
22870†	Study of Uvas Creek trail extension from Gilroy Sports Park to Gavilan College	$0.2	$0.2		
22872*	Widen Montague Expressway for HOV lanes between I-880 and I-680 (6 mixed-flow, 2 HOV lanes)	$0.1	$0.1		
22875†	Widen Campbell Avenue Bridge over Los Gatos Creek for pedestrians and bicyclists	$1.5	$1.5		
22876*	Convert HOV lanes to mixed-flow lanes on Lawerence Expressway from U.S. 101 to Elko	$0.1	$0.1		
22877†	Design and construct bicycle/pedestrian trail along Sunnyvale east drainage trail from JWC Greenway to Tasman Drive	$0.5	$0.5		
22878‡	Realign Wildwood Avenue to connect with Lawrence Expressway (includes new traffic signal at Lawrence Expressway/Wildwood Avenue intersection)	$4.3	$4.3		
22879‡	U.S. 101 bike/pedestrian overcrossing at Branham Lane	$5.0	$5.0		
22880*	Winchester Boulevard streetscape improvements	$4.0	$4.0		
22881	Construct auxiliary lanes on Lawrence Expressway at the Route 237 interchange	$3.0	$3.0		
22882†	Bascom Avenue Intelligent Transportation System (ITS) enhancements	$0.2	$0.2		
22883†	Modify medians on Lawrence Expressway from De Sota Avenue and St. Lawrence Drive/Lawrence Station Road for limited access	$0.5	$0.5		
22884†	Construct bike lanes on Evelyn Avenue from Sunnyvale Avenue to Reed Avenue	$0.4	$0.4		
22885‡	Extend Los Gatos Creek Trail on west side from Hamilton Avenue to Campbell Avenue	$2.0	$2.0		
22886‡	Widen McKean Road shoulders to accommodate bicycle improvements	$5.0	$5.0		
22887*	Widen south side of Moody Road from Elena Road westbound by 1,500 feet to accommodate bicycle and pedestrian improvements	$0.2	$0.2		
22889†	Stevens Creek Trail (Reach 4) south from Dale Avenue neighborhood to Mountain View High School	$5.0	$5.0		
22891‡	Almaden Expressway pedestrian/bike overcrossing	$5.7	$5.7		

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Santa Clara County

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		In millions of 2004 dollars			
System Efficiency					
22892	Widen U.S. 101 southbound auxiliary lane from Great America Parkway to Lawrence Expressway	$2.0	$2.0		
22893	Widen U.S. 101 for a northbound auxiliary lane from McKee/Julian Street to I-880	$9.0	$9.0		
22895†	San Tomas Expressway/Route 17 interchange operational improvements	$2.0	$2.0		
22896*	Coyote Creek Trail (Reach 1) from North McCarthy Boulevard to South Ranch Drive	$1.2	$1.2		
22987	Java Drive bikeway between Mathilda Avenue and Crossman Avenue	$0.4	$0.4		
22808†	Caltrain grade separation program in Santa Clara County	$10.0		$10.0	
22910	Intelligent Transportation Systems (ITS) improvements on Santa Teresa Boulevard between Day Road and Mesa Road	$1.0		$1.0	
22992	Pedestrian and bicycle improvements	$10.8		$10.8	
22993	Local streets and roads improvements (including bicycle and pedestrian amenities, streetscape and signalization)	$62.6		$62.6	
22994	I-280 corridor improvements	$56.0		$56.0	
22995	Route 85 corridor improvements	$177.0		$177.0	
22996	U.S. 101 Central Freeway corridor improvements (I-680/I-280 to Yerba Buena)	$42.0		$42.0	
Strategic Expansion					
94117†	Transit centers and park-and-ride lots	$14.0	$14.0		
98119*	Vasona Corridor light-rail extension from downtown San Jose to Winchester Boulevard in Campbell	$320.4	$320.4		1996 Measure B sales tax project
98121*	Increase Caltrain service from San Jose to Gilroy, includes Caltrain corridor facilities and service improvements	$136.7	$136.7		1996 Measure B sales tax and 2000 Traffic Congestion Relief Program (TCRP) project
98140†	I-680 Sunol Grade southbound HOV lanes, ramp metering and auxiliary lane from Route 84 to Route 237 (possible value pricing project)	$22.0	$22.0		
98175†	Widen Montague Expressway from 6 lanes to 8 lanes (6 mixed-flow and 2 HOV lanes) from I-680 to U.S. 101	$26.4	$26.4		Allows all-day HOV use
20001*	U.S. 101/Bailey Avenue interchange improvements	$45.0	$45.0		
21714†	Widen U.S. 101 between Monterey Highway and Route 25 (includes an extension to Santa Teresa Boulevard) and construct a full interchange at U.S. 101/Route 25/Santa Teresa Boulevard	$85.0	$85.0		

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Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion (continued from previous page)					
21716	Widen Route 237 from 4 lanes to 6 lanes for HOV lanes between Route 85 and east of Mathilda Avenue	$36.0	$36.0		
21717†	Widen Route 25 from U.S. 101 to Route 156 from 2 lanes to 6 lanes (includes new interchange at Route 156)	$10.0	$10.0		
21720†	U.S. 101/Tennant Avenue interchange improvements	$10.0	$10.0		
21722	U.S. 101 southbound Trimble Road/De La Cruz Boulevard/Central Expressway interchange improvements	$27.0	$27.0		
21723†	U.S. 101/Tully Road interchange modifications	$22.0	$22.0		
21727†	Route 87/U.S. 101 ramp connection to Trimble Road interchange	$28.0	$28.0		Project is under construction
21749†	Extend Butterfield Boulevard from Tennant Avenue to Watsonville Road	$14.0	$14.0		
21760†	Double-track segments of the Caltrain line between San Jose and Gilroy	$100.0	$100.0		2000 Measure A sales tax and 2000 Traffic Congestion Relief Program (TCRP) project
21787	Palo Alto Intermodal Transit Center (Phase I)	$50.0	$50.0		
21794*	Bus Rapid Transit corridor: El Camino Real (Line 22) (Phase 1 and 2)	$7.0	$7.0		To be determined by a Major Investment Study (MIS)
21797	Route 17 bus service improvements between downtown San Jose and downtown Santa Cruz	$1.0	$1.0		2000 Measure A sales tax project
21922†	San Jose International Airport connections to Guadalupe Light-Rail Transit (LRT)	$512.0	$512.0		2000 Measure A sales tax project
21923†	New Bus Rapid Transit corridor along Stevens Creek Boulevard, El Camino Phase IIIB and Monterey Highway	$46.0	$46.0		2000 Measure A sales tax project
22015‡	I-680/I-880 cross connector (environmental and conceptual engineering)	$7.0	$7.0		
22018	U.S. 101/Mathilda Avenue interchange improvements	$13.0	$13.0		
22118†	Extend Hill Road to Peet Avenue	$5.0	$5.0		
22134‡	Widen U.S. 101 southbound from Story Road to Yerba Buena Road	$11.0	$11.0		
22138†	Widen U.S. 101 to 4 lanes from Route 25 to Santa Clara/San Benito County line	$140.0	$140.0		
22140	Widen U.S. 101 between Cochrane Road and Monterey Highway from 6 lanes to 8 lanes	$164.0	$164.0		
22142†	U.S. 101/Capitol Expressway interchange improvements (includes new northbound on-ramp from Yerba Buena Road)	$20.0	$20.0		

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Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion					
22145	Widen westbound Route 237 on-ramp from Route 237 to northbound U.S. 101 to 2 lanes and add auxiliary lane on northbound U.S. 101 from Route 237 on-ramp to Ellis Street interchange	$8.0	$8.0		
22153	Extend Mary Avenue north across Route 237	$50.0	$50.0		
22156	Route 85 northbound to Route 237 eastbound connector ramp improvements	$22.0	$22.0		
22162	Route 237 westbound to Route 85 southbound connector ramp improvements	$18.0	$18.0		
22164	Route 237 westbound on-ramp at Middlefield Road	$8.0	$8.0		
22169†	Widen Coleman Avenue from Hedding Street and a future Autumn Street extension from 4 lanes to 6 lanes	$14.0	$14.0		
22170†	Construct I-880 overcrossing on Charcot Avenue between Paragon Drive and Old Oakland Road as a reliever route to Montague Expressway and Brokaw Road	$36.0	$36.0		
22171†	Extend Autumn Street from Julian Street to Coleman Avenue to connect I-880 to west part of downtown San Jose	$10.0	$10.0		
22175†	Widen Almaden Expressway between Coleman Road and Blossom Hill Road to 8 lanes	$8.0	$8.0		
22176*	Widen Berryessa Road from I-680 to Commercial Street from 4 lanes to 6 lanes	$7.0	$7.0		
22177*	Widen Branham Lane from Vista Park Drive to Snell Avenue from 4 lanes to 6 lanes	$8.2	$8.2		
22178†	Replace 4-lane structure with 6-lane bridge on Calaveras Boulevard over Union Pacific Railroad from Abel Street to Milpitas Boulevard	$40.0	$40.0		
22179†	Widen Central Expressway between Lawrence Expressway and San Tomas Expressway from 4 lanes to 6 lanes	$10.0	$10.0		
22180†	Widen Central Expressway between Lawrence Expressway and Mary Avenue to provide auxiliary acceleration and/or deceleration lanes	$13.0	$13.0		
22181†	Construct 4-lane bridge over Guadalupe River between Almaden Expressway and Fell Avenue to connection sections of Chynoweth Avenue	$15.0	$15.0		
22182†	Gilman Road/Arroyo Circle traffic signal and intersection improvements	$7.0	$7.0		
22183*	Widen Lucretia Avenue from 2 lanes to 4 lanes from Story Road to Phelan Avenue	$9.0	$9.0		
22185*	Widen Oakland Road from 4 lanes to 6 lanes from U.S. 101 to Montague Expressway	$10.0	$10.0		

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Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion (continued from previous page)					
22186†	Widen San Tomas Expressway to 8 lanes between Route 82 and Williams Road	$28.0	$28.0		
22422*	Widen Senter Road to 6 lanes between Tully Road and Capitol Expressway	$6.8	$6.8		
22805†	Widen Dixon Landing Road from 4 to 6 lanes between North Milpitas Boulevard and I-880	$0.5	$0.5		
22823*	Widen Snell Avenue from 4 lanes to 6 lanes from Branham Lane to Chynoweth Avenue	$2.8	$2.8		
22830†	Widen First Street/Route 152 to add one eastbound lane from Church Street to Monterey Street	$1.2	$1.2		
22832†	Widen Route 152 from 2 lanes to 4 lanes from Miller Slough to Holsclaw Road (includes widening existing structures over Llagas Creek and old Llagas Creek and new traffic signal at Gilroy Foods/WTI Trucking entrance)	$10.0	$10.0		
22836*	Widen Quito Road between Saratoga Avenue and Bucknall Road for channelization and pedestrian and bicycle lane improvements	$1.9	$1.9		
22838†	Study of Lawrence Expressway/Calvert/I-280 interchange improvements (Caltrans Project Study Report)	$0.5	$0.5		
22843	Widen Lawrence Expressway from 6 lanes to 8 lanes between Moorpark/Bollinger and south of Calvert	$4.0	$4.0		
22857	Widen U.S. 101 for a southbound auxiliary lane from I-880 to McKee Road/Julian Street	$8.0	$8.0		
22858*	Widen Union Avenue from 2 lanes to 4 lanes from Los Gatos-Almaden Road to Ross Creek	$1.7	$1.7		
22871‡	Extend 2-lane Uvas Park Drive from Laurel Drive to Wren Avenue	$2.2	$2.2		
22874†	Route 85/Fremont Avenue ramp improvements	$2.0	$2.0		
22888*	Widen King Road to 4 lanes from Aborn Road and Barberry Lane	$1.0	$1.0		
22894	U.S. 101 Mabury Road/Taylor Street new interchange (environmental and preliminary engineering)	$2.0	$2.0		
22897†	Widen I-680 northbound for an HOV lane from Route 84 to Calavaras Boulevard	$25.0	$25.0		
22902	Future rail corridors to be determined by Major Investment Studies (MIS)	$188.0	$188.0		
22979	U.S. 101/Zanker Road/Skyport Drive/Fourth Street interchange improvements (environmental and preliminary engineering)	$7.0	$7.0		
21702	U.S. 101/Buena Vista Avenue interchange construction	$20.0		$20.0	

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Santa Clara County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion					
21770	Extend Caltrain from Gilroy to Salinas	$71.0	$23.5	$47.5	2000 Traffic Congestion Relief Program (TCRP) project
22017	Construct Route 237 eastbound to Mathilda Avenue flyover offramp	$17.0		$17.0	
22014[T]	Downtown/East Valley: Santa Clara/Alum Rock corridor and Capitol Expressway light-rail extension to Nieman Boulevard (environmental, preliminary engineering and right-of-way acquisition)	$97.0	$97.0		2000 Measure A sales tax project; Resolution 3434 Regional Transit Expansion Program
22019[T]	Downtown/East Valley: Santa Clara/Alum Rock corridor and Capitol Expressway light-rail extension to Nieman Boulevard (construction reserve only; full project not included in Financially Constrained Element)	$453.0	$453.0		2000 Measure A Sales Tax Project; Resolution 3434 Regional Transit Expansion Program; see Santa Clara project #22909 below
22091	Upgrade Route 152 to a limited access 4-lane freeway	$432.0		$432.0	
21921[T]	BART extension into Santa Clara County (environmental, preliminary engineering and right-of-way acquisition)	$848.0	$848.0		2000 Measure A sales tax project; Resolution 3434 Regional Transit Expansion Program
22800	BART extension into Santa Clara County (construction reserve only; full project not included in Financially Constrained Element)	$3,301.0	$3,301.0		Resolution 3434 Regional Transit Expansion Program; operating funds not identified; see Santa Clara project #22909 below
22909	Operating costs for transit services including BART and Downtown/East Valley light-rail transit	$2,700.0		$2,700.0	
22997	U.S. 101 North freeway corridor improvements (north of I-680/I-280 interchange)	$231.0		$231.0	

Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Adequate Maintenance					
94681	Local streets and roads pavement and non-pavement maintenance	$367.8	$367.8		
94138	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$43.6	$43.6		
94139	Non-Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement maintenance shortfall	$551.2	$41.0	$510.2	
94683	Vallejo Transit — transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion)	$572.9	$562.5	$10.4	
21869	Local bridge maintenance	$29.3	$29.3		
22711‡	Senior/disabled transit capital and operating funds	$105.0		$105.0	
System Efficiency					
94153‡	Non-capacity-increasing safety projects to improve congested intersections, local arterials and highways	$28.0	$3.0	$25.0	
98212	Local bicycle and pedestrian projects	$21.8	$21.8		
21823†	Route 12 from Sacramento River to I-80 operational and safety improvements as identified in Route 12 Major Investment Study (MIS)	$42.7	$42.7		
22623*	Widen Nut Tree overcrossing from 2 lanes to 4 lanes (includes left-turn lane and ramp improvements)	$10.0	$10.0		
22625†	I-80/North Texas Street interchange improvements (includes relocation of North Texas Street, new connection between Manuel Campos Parkway and existing bridge, new eastbound on- and off-ramps and new bridge)	$14.0	$14.0		100% locally funded
22630†	Parkway Boulevard overcrossing of Union Pacific Railroad grade separation	$9.5	$9.5		100% locally funded
22631†	Route 12 westbound (Red Top Road) truck lane	$10.2	$10.2		State Highway Operation and Protection Program (SHOPP) project
22899†	Widen Route 12 between Suisun City and Rio Vista from 2 lanes to 4 lanes (includes study of new Rio Vista Bridge)	$36.0	$36.0		State Highway Operation and Protection Program (SHOPP) project
Strategic Expansion					
94148†	Construct rail stations and track improvements for Amtrak Capitol Corridor service from Sacramento to Oakland	$40.0	$40.0		
94150*	I-80/I-680/Route 12 interchange improvements; includes connectors and auxiliary lanes between Green Valley Road and Cordelia truck weigh station (Phase 1)	$18.6	$18.6		

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Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion					
22701	I-80/I-680/Route 12 interchange improvements, including relocation/reconstruction of Cordelia truck weigh station, ramp improvements and auxiliary lanes (as identified in I-80/I-680/I-780 Corridor Study)	$350.0	$100.0	$250.0	
94151†	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	$141.0	$95.5	$45.5	
94152	Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	$52.0	$52.0		See companion Napa County project #94074 on page 97
94675*	Widen Route 37 from Napa River Bridge to Route 29 from 2-lane expressway to 4-lane freeway (not including Routes 29/37 interchange), planting and environmental mitigation	$58.0	$58.0		
98168	Intercity bus service and transit hubs in Solano County (capital costs)	$25.0	$25.0		
21341†	Project development for new Fairfield/Vacaville multi-modal rail station for Capitol Corridor intercity rail service in Solano County (Phase 1)	$13.0	$13.0		See Solano County project #94148 on page 116 for the Capitol Corridor portion ($17 million in Regional Measure 2 Toll Bridge Program funds)
21348	Install a second span along existing Green Valley Bridge to facilitate 4 lanes of travel each way and an acceleration/deceleration lane in each direction	$16.8	$16.8		100% locally funded
21807†	Widen I-80 from I-680 to Air Base Parkway from 8 lanes to 10 lanes for HOV lanes (includes a braided ramp from I-680 to Suisun Valley Road and improvements to Red Top Road)	$123.5	$123.5		Regional Measure 2 Toll Bridge Program
21809	Match for improvements to local interchanges and arterials	$2.0	$2.0		
22626†	Route 29/Route 37 interchange improvements (includes new 4-lane freeway on new alignment between Enterprise Street and Diablo Street)	$62.0	$62.0		100% locally funded
22628*	Realign Wilson Avenue from Florida Street to Route 37 to accommodate pedestrians and bicyclists (Phase 2)	$16.5	$16.5		100% locally funded
22629†	New Vallejo Ferry Terminal intermodal facility	$52.0	$52.0		Regional Measure 2 Toll Bridge Program
22632†	American Canyon Road overpass at I-80	$8.2	$8.2		100% locally funded
22633	Widen Azuar Drive/Cedar Avenue from 2 lanes to 4 lanes from P Street to Residential Parkway	$9.0	$9.0		
22634†	Vacaville intermodal station (400-space parking garage and 200-space surface parking lot)	$9.0	$9.0		Regional Measure 2 Toll Bridge Program
22700†	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road (the western section extends from the railroad crossing on Red Top Road to Business Center Drive)	$68.0	$68.0		Regional Measure 2 Toll Bridge Program and 2000 Traffic Congestion Relief Program (TCRP) project
22703‡	I-80/I-680/I-780 corridor mid-term capacity and operation improvements except transit hubs and park-and-ride lots (as identified in I-80/I-680/I-780 Corridor Study)	$444.4	$94.4	$350.0	

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Solano County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion (continued from previous page)					
22794[1]	Curtola Transit Center improvements (construct parking structure, improve off-street bus transfer facilities and improve bus ingress and egress)	$12.0	$12.0		Regional Measure 2 Toll Bridge Program
22795[1]	Fairfield Transportation Center improvements (add 600 parking spaces)	$26.5	$26.5		Regional Measure 2 Toll Bridge Program
22898[1]	Widen I-80 from 6 lanes to 8 lanes from west of Meridian Road to west of Kidwell Road	$60.0	$60.0		
22985[1]	Benicia Intermodal Transportation Station	$16.4	$16.4		Regional Measure 2 Toll Bridge Program
22986*	Widen and improve Broadway from 2 lanes to 4 lanes between Route 37 and Mini Drive	$4.9	$4.9		100% locally funded
22708	Route 12 from I-80 to Sacramento Bridge long-term capacity and operational improvements (Phase 1) as identified in Route 12 Major Investment Study (MIS)	$3.3	$3.3		
21824[2]	Route 12 from I-80 to Sacramento Bridge long-term capacity and operational improvements (Phase 2) as identified in Route 12 Major Investment Study (MIS)	$75.0		$75.0	
22712[2]	Express bus capital and operating funds	$98.0		$98.0	
22716[2]	Vallejo Baylink ferry service capital and operating funds	$95.1	$45.1	$50.0	
22988[2]	Commuter Rail Service — Sacramento to Oakland (capital and operating funds)	$113.0		$113.0	

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Sonoma County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Adequate Maintenance					
94694	Local streets and roads pavement and non-pavement maintenance	$592.2	$592.2		
94155	Metropolitan Transportation System (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$223.5	$223.5		
22411	Non-Metropolitan Transportation Systems (MTS) streets and roads pavement and non-pavement rehabilitation shortfall	$949.6		$949.6	
98572	Golden Gate Transit (Sonoma County share) — Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion)	$401.3	$371.8	$29.5	
21870	Local bridge maintenance	$83.0	$83.0		
22652[†]	Rehabilitate pavement on U.S. 101 from Steele Lane to Grant overhead in Healdsburg	$14.5	$14.5		State Highway Operation and Protection Program (SHOPP) project; Caltrans has submitted an amendment to extend limits to Route 12
22440[‡]	Local streets and roads: pothole repair and congestion relief	$94.0		$94.0	
System Efficiency					
94691	Route 121 traffic signal system and channelization at 8th Street	$0.4	$0.4		
98213[‡]	Bicycle and pedestrian routes	$34.7	$15.7	$19.0	
21070[†]	Realign Route 116 (Stage Gulch Road) along Champlin Creek and widen remaining segments to accommodate pedestrians and bicyclists	$38.0	$38.0		
21346*	Widen Route 116 onramp to southbound U.S. 101	$9.7	$9.7		2000 State Highway Operation and Protection Program (SHOPP) project
21998	Rehabilitate and widen Route 116 from Elphick Road to Redwood Drive (involves realignment, new shoulders and channelization improvements)	$34.5	$34.5		State Highway Operation and Protection Program (SHOPP) project
22190[‡]	Hwy 116/Hwy 121 intersection improvements and Arnold Drive improvements	$14.0		$14.0	
22194[‡]	Mark West Springs Road/Porter Creek Road safety improvements	$4.8		$4.8	
22199	U.S. 101 Traffic Operations System (TOS)	$17.3		$17.3	
22200	U.S. 101 ramp metering and fiber optic cable in Sonoma County	$27.7		$27.7	
22203[‡]	River Road channelization and signals from Fulton Road to the town of Guerneville	$10.0		$10.0	
22441[‡]	Local bus service (includes express bus, evening service and transit for seniors and disabled)	$47.0		$47.0	
22646	U.S. 101/River Road interchange	$18.0		$18.0	

Sonoma County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion					
94165*	Widen U.S. 101 for HOV lanes (one in each direction) from Route 12 to Steele Lane in Santa Rosa	$77.5	$77.5		
94689†	U.S. 101/Arata Lane interchange improvements in Windsor (Phase 2)	$3.3	$3.3		TEA-21 federal earmark project; includes developer fees
98147†‡	Widen U.S. 101 for HOV lanes (one in each direction) from Route 116 east to the Marin/Sonoma County line, upgrade Petaluma Bridge and convert some highway sections to freeway standards	$200.0	$200.0		See Marin County project #98154 on page 96. Improvements to the Petaluma River Bridge in this project are distinct from Sonoma County project #21346 (on page 119).
98183†‡	Widen U.S. 101 for HOV lanes (one in each direction) between Steele Lane and Windsor River Road	$100.0	$100.0		
21902†‡	Widen U.S. 101 for HOV lanes (one in each direction) from Old Redwood Highway to Rohnert Park Expressway	$99.0	$99.0		
22490	Convert bridges of Sonoma County from one-lane to two-lane bridges	$16.9	$16.9		Funded through Local Highway Bridge Replacement and Rehabilitation Program (HBRRP)
22655†‡	Widen U.S. 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	$40.0	$40.0		
22656†	U.S. 101/East Washington Street interchange improvements	$11.0	$11.0		Project separated from larger Marin-Sonoma Narrows project in order to advance construction
21884	Petaluma crosstown connector/interchange	$33.0		$33.0	
22191‡	U.S. 101/Airport Boulevard interchange improvements	$20.0		$20.0	
22192‡	Widen Airport Boulevard from 2 lanes to 4 lanes (also includes a center turn lane)	$10.8		$10.8	
22193‡	Construct Forestville bypass on Route 116	$3.6		$3.6	
22195‡	Old Redwood Highway/U.S. 101 interchange improvements	$20.0		$20.0	
22197‡	Penngrove local road improvements including Railroad Avenue interchange	$38.0		$38.0	
22204‡	Widen Fulton Road from 2 lanes to 4 lanes from Guerneville Road to U.S. 101	$18.0		$18.0	
22205‡	U.S. 101/Hearn Avenue interchange improvements, including widening overcrossing and ramps	$18.0		$18.0	
22206‡	Construct Route 12/Fulton Road interchange	$15.0		$15.0	
22207‡	Extend Farmers Lane as a 3-lane or 4-lane arterial from Bellevue Avenue to Route 12	$20.0		$20.0	

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Sonoma County

Reference Number	Project/Program	Total Project Cost	Financially Constrained Element[1]	Vision Element[2]	Notes
		In millions of 2004 dollars			
Strategic Expansion					
22438[‡]	Bodega Highway improvements west of Sebastopol	$2.0		$2.0	
22443[‡]	Design, project development and financing costs for widening U.S. 101	$25.0		$25.0	
22639	U.S. 101/Mill Street interchange in Healdsburg	$1.4		$1.4	
22640	U.S. 101/Shiloh Road interchange in Windsor	$9.4		$9.4	
22641	U.S. 101/Baker interchange in Santa Rosa	TBD		TBD	
22642	U.S. 101/Dry Creek interchange in Healdsburg	$15.0		$15.0	
22643	U.S. 101/Mendocino Avenue/Hopper Avenue interchange	$5.3		$5.3	
22644	U.S. 101/Bellevue interchange	$15.0		$15.0	

appendix two

transportation/land-use platform

VALLEY TRANSPORTATION AUTHORITY

In the next two decades, the Bay Area is expected to add another one million people and one million new jobs to the nine-county region. Where these people live and where the jobs are located are essential in determining what the region's future will look like, including how effectively the transportation system can handle this new growth. For example, future traffic impacts on regional and interregional roadways could be lessened if new development is focused in areas already well served by public transit. People who live and work within walking distance of the region's public transit network are more apt to take advantage of this option for getting from point A to point B, and more transit riders means fewer vehicles competing for valuable road space. If schools and shops are located closer to homes and to one another, walking and bicycling also could become convenient options. Ultimately, a regional shift toward more compact growth patterns could increase livability, preserve air quality, protect the environment and open space, dampen the growth in vehicle miles traveled, and make our investments in transportation more cost-effective.

Difficult challenges must be acknowledged and addressed in order to achieve this vision of more compact growth and livable communities. Developing new residences and jobs near mass transit may reduce the amount of driving on regional roadways but could increase local traffic near transit stations. Loss of too many industrial spaces to new housing and commercial development in the inner Bay Area could drive goods-movement-oriented uses further out to the perimeter of the region, driving up the cost of goods and reducing job diversity options. New investments in "transit villages" could benefit local businesses but could accelerate gentrification pressures if not planned properly. And new higher-density development projects will generate opposition if projects aren't well designed and if neighborhood groups aren't involved from the early planning stages.

Added to these challenges is the fact that while MTC and its transportation partners plan and finance transportation infrastructure, and agencies such as the Association of Bay Area Governments (ABAG) help coordinate other regional planning activities, land-use decisions are ultimately the province of 101 cities and nine counties spread throughout the region.[1] The regional interest in more efficient land-use patterns must be achieved through a system of continued local control over land-use decisions. The bottom line is that we must better define the roles and responsibilities of all those with a stake in transportation and land-use decisions, agree on a shared vision for regional growth patterns, and pursue mutually supporting implementation strategies.

> "THE BAY AREA MUST GROW SMARTER AND ACCOMMODATE MORE OF ITS FUTURE JOB AND POPULATION GROWTH IN EXISTING URBAN AND SUBURBAN AREAS."

With the development of this Transportation/Land-Use Platform, MTC is building on its 1996 Transportation/Land-Use Policy Statement, which paved the way for the agency's groundbreaking Transportation for Livable Communities (TLC) program. First developed in 1998, the TLC program has funded over 130 community-led transportation projects that

have strengthened neighborhoods, promoted more transportation choices, and contributed to urban and suburban revitalization throughout the region. MTC's Housing Incentive Program (HIP) also has provided transportation funds to local governments as incentives for building new housing adjacent to public transit hubs. In 2002, the Bay Area's five regional agencies, including MTC and ABAG, released a new Smart Growth Vision for the region resulting from dozens of public workshops and town hall meetings in all nine counties. The conclusion: the Bay Area must grow smarter and accommodate more of its future job and population growth in existing urban and suburban areas.

In preparing for the Transportation 2030 Plan, through dozens of focus groups, public workshops and a public opinion survey, MTC found strong public support for better integration of transportation and land-use planning, the development of more convenient transportation options, and a greater level of regional cooperation on issues surrounding transportation and land-use. With this institutional history, policy experience and strong public support for addressing the issue, the Commission has developed the following principles, policies, and implementation strategies to further strengthen MTC's efforts to better connect transportation and land-use decisions. This Transportation/Land-Use Platform will guide the Commission's strategic investments to achieve greater transportation efficiency for people and goods, while promoting more livable communities and a better quality of life for all Bay Area residents.

Guiding Principles

The Commission believes the following principles should guide the region's efforts to strike a better balance between transportation and land-use decisions.

Focus Growth Around Transit

In the Draft Transportation 2030 Plan, MTC is proposing to invest two-thirds of the region's transportation dollars in public transportation. The more people who live, work, and study in close proximity to public transit stations and corridors, the more the region can reap the rewards of these critical investments. The areas immediately surrounding major bus, train and ferry terminals represent regionally significant opportunities to develop new housing, jobs, schools, government offices and social services. In many cases, market forces could spur this type of "transit-oriented development" if it weren't for the multitude of zoning and regulatory barriers that stand in the way. Removing these barriers and providing new incentives for transit-focused growth should be a top priority for all levels of government.

Provide Community Benefits

If new higher-density housing, jobs and retail are built near public transit stations, there will be significant benefits for the entire Bay Area. Yet there also should be benefits to the local community beyond the transit investment itself in order to maintain livability, increase accessibility to the transit stations and reduce gentrification pressures on existing residents. These improvements have traditionally been proposed in the form of new infrastructure, but also could come in the form of parks, pedestrian safety measures, public services, streetscape projects or additional transit services. Financial measures designed to capture the increased land values around transit stations also should be developed in order to generate funds to stabilize neighborhoods and benefit existing residents and businesses.

Platform Principles

- Focus Growth Around Transit
- Provide Community Benefits
- Reinvest in Existing Infrastructure
- Create Smarter Suburbs
- Build More Affordable Housing in the Right Places
- Avoid Displacement of Goods-Related Businesses and Facilities
- Develop Stronger Partnerships

"THE BAY AREA SUFFERS FROM A SEVERE HOUSING CRUNCH, AND THE TRANSPORTATION SYSTEM IS BEARING THE BRUNT OF IT."

Reinvest in Existing Infrastructure

The current transportation system in the Bay Area — 1,400 miles of highways, 19,600 miles of local streets and roads, and 9,860 miles of transit routes including 400 miles of rail transit — represents a significant public investment that needs continued funding for maintenance and operations. Closer coordination of transportation and land-use will mean more efficient use of existing infrastructure but also increased usage and wear. Reinvestment in existing roads, rails, sewers, utilities, parks and other infrastructure is critical in order to support more compact

growth throughout the region, especially to support infill strategies in our more urbanized areas. Major intra-regional travel corridors also will require coordinated investment strategies to improve operational efficiency and reduce design deficiencies for facilities that carry a wide range of automobile and truck traffic.

Create Smarter Suburbs

While the Regional Agencies' Smart Growth Vision focuses growth around transit stations and corridors and within existing urban centers, it recognizes that some new growth will occur at the edge of existing cities and suburbs. Whether this growth occurs as new suburbs or infill development in existing suburbs, it should incorporate a mix of uses and housing types that can make walking, bicycling and local public transit services a more convenient option for local residents. This can be accomplished through new approaches to neighborhood design, trail development and bicycle- and pedestrian-friendly streets, as well as by encouraging the placement of schools, community centers, churches, shops and services at the centers of larger suburban developments within an easy walk of surrounding homes and neighborhoods.

"TRANSPORTATION AGENCIES MUST DEVELOP CLOSER PARTNERSHIPS WITH CITIES, COUNTIES AND OTHERS WITH LAND-USE AUTHORITY."

Build More Affordable Housing in the Right Places

The Bay Area suffers from a severe housing crunch, and the transportation system is bearing the brunt of it. Most severely affected are the routes serving the Central Valley and Sacramento regions, where many Bay Area workers now live due to a lack of housing choices in the core nine-county region. The lack of an adequate supply of housing within the region, enough to match existing and future job growth, means that the number of in-commuters to the region will nearly double by 2030 if we don't provide more housing. All levels of government must commit to increasing housing supply and affordability, in addition to ensuring that the housing is built in locations that provide a wide variety of transportation options.

Avoid Displacement of Goods-Related Businesses and Facilities

While many new housing opportunities exist in the transformation of the region's older industrial and commercial areas, it is also important that key locations for goods-movement purposes be preserved. This is a critical land-use strategy for the inner Bay Area that can help maintain economic vitality while reducing the growth in truck traffic. Distribution and warehousing facilities that are the most important for our regional economy must remain functional and economically viable. Regional strategies and incentive programs need to be developed that acknowledge the special needs of both urban and suburban communities that house these facilities, so that jurisdictions will be encouraged to preserve these critical supporting land uses.

Develop Stronger Partnerships With Public Agencies, Neighboring Regions and the Private Sector

MTC cannot and should not take on the smart growth challenge alone. This Transportation/Land-Use Platform is designed to further define MTC's roles and responsibilities in order to assist in the implementation of the Regional Agencies' Smart Growth Vision. The list of partners who will be essential in implementing this platform as well as the Smart Growth Vision include ABAG, the Bay Area Air Quality Management District (Air District), the

Bay Conservation and Development Commission, other regional planning agencies, our regional neighbors to the north, east and south, county congestion management agencies (CMAs) and public transit providers. Working more closely with the private sector, community-based organizations and members of the public who haven't traditionally been engaged in the transportation/land-use discussion is absolutely critical to the success of this effort. In the end, however, it is local governments who will ultimately make the land-use decisions, and the successful implementation of this platform requires that all transportation agencies develop even closer partnerships with cities, counties and others with land-use authority.

Statement of Policy

The Commission believes that in order to meet the goals of the Transportation 2030 Plan and improve the quality of life for all Bay Area residents, transportation and land-use decisions must be more closely coordinated. It will thus be the policy of the Metropolitan Transportation Commission to encourage, recognize and reward land-use practices and policies that maximize walking, bicycling, transit ridership and other forms of high occupancy vehicle (HOV) travel, while diminishing the need to travel long distances and reducing vehicle-related air pollution. MTC will provide incentives and assistance to local governments to plan for and develop new jobs, housing, neighborhood-serving retail, schools and other services in well-designed urban and suburban centers, in close proximity to the region's transit stations, and along present and future transit and HOV corridors.

Implementation

In December 2003, the Commission adopted an initial five-point Transportation/Land-Use Policy Platform that laid out the agency's commitment to pursue new plans and programs to encourage the types of local land-use decisions that would result in more cost-effective regional transportation investments. As a result of continued stakeholder input in 2004, and under the guidance of a 25-member Transportation/Land-Use Task Force that has been overseeing the development of this document, the initial five-point platform has evolved into the Statement of Policy above and the following implementation strategies.[2]

1. Prioritize transportation investments that maintain the existing core transportation network

If the region's smart growth vision is to become a reality, more compact growth patterns must be supported by a complementary investment in the rehabilitation and maintenance of existing infrastructure. MTC will reaffirm its commitment to maintaining the region's transportation network by ensuring investments in both transit and road rehabilitation projects that serve the customer directly: replacing transit vehicles, rehabilitating track and pavement, and meeting key safety and accessibility requirements for all modes of travel.

2. Reserve an appropriate percentage of funding from the TLC/HIP program for land-use planning efforts around existing or future transit stations and corridors

MTC will create a new land-use planning grant program to assist local governments in the development of local land-use plans and policies — e.g., specific plans, precise plans, model zoning ordinances, zoning overlays, form-based codes, etc. — for areas immediately surrounding bus, ferry and train stations. The land-use plans funded under this program should help increase transit ridership, prioritize station access for bicyclists and pedestrians, and involve a diversity of community stakeholders. MTC also will prioritize TLC and HIP funds for communities that plan for and build new housing, neighborhood-serving retail, employment, schools, day care centers and other services near transit stations and in town centers and downtown cores.

Platform Implementation

1. Prioritize transportation investments that maintain the existing core transportation network
2. Reserve an appropriate percentage of funding from the TLC/HIP program for land-use planning efforts around existing or future transit stations and corridors
3. Encourage cities and counties to incorporate general plan policies that support transit-oriented development around Resolution 3434 stations
4. Support transportation/land-use coordination beyond major transit corridors
5. Coordinate transportation/land-use issues with regional neighbors
6. Develop joint planning projects with partner agencies to implement this platform and the Smart Growth Vision

3. Encourage cities and counties to incorporate general plan policies that support transit-oriented development around Resolution 3434 stations

Any major transit investment must consider its ridership markets if it is to be economically feasible, and adjacent land-uses to the transit infrastructure play an important role in determining that viability. The Commission will develop new criteria that will define supportive land-use for the region's major new public transit investments outlined in MTC Resolution 3434. The goal of this policy will be to ensure that the investment of regional discretionary dollars will be matched by a local demonstration that plans are in place and will be implemented to support adequate housing and employment densities around public transit stations and corridors. The criteria will be scaled to match the type of transit investment to local land-use patterns.

4. Support transportation/land-use coordination beyond major transit corridors

MTC commits to working with ABAG and other regional and local government partners to help coordinate transportation and land-use beyond the region's major public transportation corridors. In addition to continuing to pursue neighborhood-scale access improvements highlighted through the TLC program, the agencies will work with local governments interested in developing new approaches to suburban design that can offer a wider variety of travel options for shorter distance trips, particularly walking, bicycling, and smaller shuttle, bus and jitney services.

5. Coordinate transportation/land-use issues with regional neighbors

In-commuting pressures are directly tied to jobs/housing imbalances spilling over our borders. Bringing more housing into the Bay Area instead of anticipating future development in neighboring regions is a major underlying objective of the Smart Growth Vision recommendations. Building on ABAG's work with the Interregional Partnerships, MTC will seek the assistance of ABAG and the Air District in developing new partnerships with our regional neighbors to advance joint planning projects that focus on transportation/land-use issues of mutual concern.

6. Develop joint planning projects with partner agencies to implement this platform and the Smart Growth Vision

MTC, ABAG, the Air District and other partners will work to further the implementation of the Smart Growth Vision as well as investigate the feasibility of new joint planning efforts such as a housing and jobs location strategy and a regional open space plan that would reinforce infill development as a priority for growth in cities and established suburbs. MTC also will continue to provide financial assistance to the county congestion management agencies (CMAs) through its Transportation Planning and Land-Use Solutions (T-PLUS) program to implement this platform, develop county-level funding for the Transportation for Livable Communities (TLC) program, coordinate with public transit agencies, and pursue tailored efforts at the county level to promote more livable communities.

Education, Legislation and Outreach

In support of its commitment to implement the Transportation/Land-Use Platform, MTC, in partnership with ABAG, the Air District and other regional and local agencies, will develop an education and outreach strategy that will focus on providing needed tools, assistance, materials and workshops for local elected officials, city staff and members of the public. MTC and ABAG also will develop a joint legislative platform in partnership with other agencies that will focus on removing barriers to smart growth, including:

- Legislation to protect the builders of attached housing, like apartments and condominiums, from unfair litigation
- Fiscal measures to allow local governments to capture new revenues from development around transit stations and corridors
- Reform of the California Environmental Quality Act (CEQA) to reduce the barriers for transit-oriented development proposals that demonstrate community support, are consistent with local plans and do not result in significant environmental impacts
- New financial incentives from the state and federal governments to promote more housing and jobs near transit stations and corridors

Evaluation

In order to gauge progress towards achieving closer coordination of transportation and land-use planning in the region, MTC recognizes that success must be quantified through specific performance measures. The following are examples of measures that the regional agencies will develop and report to the public:

- Number of distinct planning efforts around key transit stations and corridors
- Travel patterns of people living and working near public transit (including mode of transportation, vehicle miles traveled and air quality impacts)

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- Total number of housing units produced in the region
- Total number of housing units produced around key transit stations and corridors
- Percent of new housing and job development near transit stations and corridors
- Type of households near transit stations and corridors, including income levels, age and homeownership data
- Square footage of warehouse and industrial space in designated goods-movement districts

Conclusion

Our region — projected to grow by at least another one million jobs and one million residents over the next two decades — will face serious consequences if we fail to alter the way we grow. Mounting traffic congestion, air quality problems and a continuing housing crisis all point to the need to craft a new regional approach to coordinating transportation and land-use decisions. This Transportation/Land-Use Platform is MTC's commitment to help address these problems, assist in the implementation of the region's Smart Growth Vision, and promote more livable communities and transportation options for all Bay Area residents.

1 In addition to land-use authority at the local government level, the Bay Conservation and Development Commission (BCDC) has unique land-use powers in order to protect the San Francisco Bay shoreline.

2 Implementation strategies 2 through 5 are taken directly from the Commission's five-point Transportation/ Land-Use Policy Platform adopted in December 2003.

transportation control measures

Transportation Control Measures (TCMs) are strategies to reduce vehicle emissions. The federal TCMs shown below were added over successive revisions to the State Implementation Plan (SIP). With the exception of the five new TCMs (A-E), the original set of 28 TCMs has been completed.

Federal TCMs in the State Implementation Plan

TCM Number	Federal Transportation Control Measure
Original TCMs from 1982 Bay Area Air Quality Plan	
TCM 1	Reaffirm commitment to 28 percent transit ridership increase between 1978 and 1983
TCM 2	Support post-1983 improvements in the operators' five-year plans and, after consultation with the operators, adopt ridership increase target for the period 1983 through 1987
TCM 3	Seek to expand and improve public transit beyond committed levels
TCM 4	High-occupancy-vehicle (HOV) lanes and ramp metering
TCM 5	Support RIDES efforts
TCM 6*	Continue efforts to obtain funding to support long-range transit improvements
TCM 7	Preferential parking
TCM 8	Shared-use park-and-ride lots
TCM 9	Expand commute alternatives program
TCM 10	Information program for local governments
TCM 11**	Gasoline Conservation Awareness Program (GasCAP)
TCM 12**	Santa Clara County commuter transportation program
Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)	
TCM 13	Increase bridge tolls to $1.00 on all bridges
TCM 14	Bay Bridge surcharge of $1.00
TCM 15	Increase state gas tax by 9 cents
TCM 16*	Implement MTC Resolution 1876, Revised — New Rail Starts
TCM 17	Continue post-earthquake transit services
TCM 18	Sacramento-Bay Area Amtrak service
TCM 19	Upgrade Caltrain service
TCM 20	Regional HOV System Plan
TCM 21	Regional transit coordination

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* Deleted by EPA action from 1999 Ozone Attainment Plan

** Deleted by EPA action from 1999 Ozone Attainment Plan, but retained in Carbon Monoxide Maintenance Plan

Transportation Control Measures

TCM Number	Federal Transportation Control Measure
TCM 22	Expand Regional Transit Connection ticket distribution
TCM 23	Employer audits
TCM 24	Expand signal timing program to new cities
TCM 25	Maintain existing signal timing programs
TCM 26	Incident management on Bay Area freeways
TCM 27	Update MTC guidance on development of local Transportation Systems Management (TSM) programs
TCM 28	Local TSM Initiatives

New TCMs in 2001 Ozone Attainment Plan (Being Implemented)

TCM A	Regional Express Bus Program
TCM B	Bicycle/Pedestrian Program
TCM C	Transportation for Livable Communities
TCM D	Expansion of Freeway Service Patrol
TCM E	Transit access to airports

The 19 proposed state Transportation Control Measures (TCMs) in the Draft 2004 Bay Area Ozone Strategy have been updated pursuant to the requirements of the California Clean Air Act (CCAA). The proposed TCMs include transit service improvements, rideshare programs, bicycle and pedestrian enhancements, and land-use, pricing, and traffic management strategies. The implementation steps outlined for each TCM include both near-term and long-term implementation. A full description of these state TCMs will be included in the *Draft 2004 Bay Area Ozone Strategy* publication, available in December 2004.

State TCMs Proposed in the Draft 2004 Bay Area Ozone Strategy

TCM Number	State Transportation Control Measure	Implementation Steps
TCM 1	Support voluntary employer-based trip reduction programs	• Provide core support for employer programs, based on an assessment of employer needs and the level of employer interest. Potential support includes assistance in developing or enhancing employer programs, information and referrals, employer networks, and programs to recognize outstanding employer programs. • Support legislation to maintain and expand incentives for employer programs, such as tax deductions and/or tax credits for employer efforts to promote ridesharing, transit, and other commute alternatives • Seek legislation to create stronger voluntary programs for all employers or to require certain minimum elements for public employers
TCM 2	Adopt employer-based trip reduction rule	TCM deleted — Health and Safety Code Section 40929 does not permit air districts to require mandatory employer-based trip reduction programs.
TCM 3	Improve local and areawide bus service	• Replace worn-out transit buses with clean-fuel buses and retrofit existing diesel buses with diesel emission control technology • Sustain the existing Regional Express Bus Program • Assist further planning work on enhanced bus and Bus Rapid Transit concepts • Sustain transit service to airports • Restore local bus routes that were eliminated due to economic recession • Implement new Enhanced Bus and Bus Rapid Transit services and additional Lifeline Transit services, and expand of Regional Express Bus Programs as funds become available
TCM 4	Upgrade and expand local and regional rail service	• Upgrade and expand local and regional rail service • Implement MUNI Metro Third Street Light Rail initial operating segment from Downtown SF to Hunter's Point • Implement Caltrain Express/Rapid Rail Phase 1 ("Baby Bullet") to San Francisco • Extend Tasman East and Vasona light-rail transit (LRT) in Santa Clara County • Extend BART to Warm Springs, eBART to Eastern Contra Costa County, tBART to Livermore/Amador Valley and implement Silicon Valley Rapid Transit Corridor and an Oakland International Airport connector • Implement MUNI Metro Central Subway in San Francisco • Implement Caltrain Downtown Extension/rebuild TransBay Terminal • Implement Downtown East Valley LRT in Santa Clara County • Implement new Marin/Sonoma Commuter Rail Service between Cloverdale and a San Francisco-bound ferry service • Implement an additional Capitol Corridor peak-period commuter service between Vacaville and Oakland • Implement Dumbarton Rail Service connecting BART and Caltrain over a rebuilt Dumbarton rail bridge
TCM 5	Improve access to rail and ferries	• Develop demonstration program for station car and bike station concepts at select regional transit centers • Determine long-term funding needs for existing shuttles and examine funding options • Implement Safe Routes to Transit to improve bicycle and pedestrian access • Complete Regional Transit Connectivity Plan • Develop a master plan for innovative secure bicycle storage strategies at key transit hubs

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TCM Number	State Transportation Control Measure	Implementation Steps
TCM 6	Improve interregional rail service	• Implement additional interregional rail service in Capitol (Auburn–Sacramento–Oakland–San Jose) Corridor and track enhancements • Implement additional Altamont Corridor Express rail service and track enhancements • Implement high-speed rail service between Los Angeles and the Bay Area
TCM 7	Improve ferry service	• Conduct initial planning for new ferry service • Implement new high-speed low emission ferry to service Vallejo to San Francisco route • Expand existing ferry service between: Oakland/Alameda and San Francisco, and Larkspur and San Francisco • Implement new ferry service between Berkeley/Albany and San Francisco, and South San Francisco and San Francisco • Implement new intermodal transit hub at Vallejo Ferry Terminal • Expand berthing capacity at the San Francisco Ferry Terminal • Implement hydrogen fuel cell ferry demonstration project from Treasure Island to San Francisco • Assist ferry operators in converting vessel engines to lower emission engines • Study and potentially implement new service between Richmond, Hercules/Rodeo, Martinez, Redwood City and San Francisco; Port Sonoma and San Francisco; and Oakland and San Francisco airports
TCM 8	Construct carpool/express bus lanes on freeways	• Expand existing HOV network, based on 2003 Transportation Improvement Program, where beneficial to air quality. Special attention should be paid to express bus operations to maximize benefits for transit. Monitor and adjust occupancy requirements and hours of operation to maximize air quality and mobility benefits. • Implement HOV support facilities such as park & ride lots at various locations • Implement additional HOV lanes and support infrastructure identified in the Regional Transportation Plan, where beneficial to air quality
TCM 9	Improve bicycle access and facilities	• Fund Regional Bicycle Plan and Safe Routes to Transit improvements • Continue Transportation Development Act (TDA) Article 3, Transportation for Livable Communities (TLC) and Transportation Fund for Clean Air (TFCA) funding for bike improvements • Develop on-line bicycle mapping tool as part of the regional 511 traveler information number • Promote Bike to Work Week/Day • Encourage local jurisdictions to develop safe and convenient bicycle lane and route networks, provide secure bike racks and storage, and require bicycle access and amenities as conditions of approval of development projects • Encourage public education about bicycle safety for both bicyclists and motorists
TCM 10	Youth transportation	• Encourage walking and bicycling to school through the Safe Routes to Schools Program • Establish special carpool formation services for parents, students and staff at Bay Area elementary and secondary schools • Replace school buses with clean-fuel vehicles • Offer transit ride discounts to youth and students
TCM 11	Install freeway traffic management systems	• Integrate traffic management features into new freeway construction projects • Maintain current level of Freeway Service Patrol (FSP) • Maintain 511 transit information service and improve and customer convenience • Extend ramp metering in major freeway corridors • Seek funding for full deployment of Caltrans' Traffic Operation System/Traffic Management Center project • Expand FSP to other routes and times of the day
TCM 12	Arterial management measures	• Maintain current technical assistance program for local jurisdictions that seek to retime signals, including the evaluation of bus priority treatments • Continue TFCA program to fund arterial management projects where air quality benefits can be demonstrated • Coordinate the timing of an additional 1,200 signals and continue updating timing plans • Work with bus operators to provide priority treatment along major bus routes

TCM Number	State Transportation Control Measure	Implementation Steps
TCM 13	Transit use incentives	• Implement Translink® (universal fare card) on transit systems throughout the region • Implement improvements to the 511 transit information service • Encourage employers, transit operators, local governments and others to promote and expand employer-based transit subsidy programs like the Commuter Check and EcoPass programs • Improve signage at transit transfer hubs • Deploy real-time transit arrival information • Increase passenger amenities at transit hubs and stops • Complete Alameda and Contra Costa County transit centers identified in AC Transit's Comprehensive Service Plan
TCM 14	Carpool and vanpool services and incentives	• Maintain current programs of the Regional Ridesharing Program and increase efficiency in delivering services • Explore innovative concepts such as real-time ridematching and more formal pick-up/drop-off locations for casual carpoolers • Explore options for expanding medium-distance (15–30 miles) vanpools
TCM 15	Local land-use planning and development strategies	MTC will: • Implement its 5-point transportation and land-use platform including a new planning grant program to fund station area plans around major transit facilities • Maintain funding for expanded TLC planning and capital grant programs and HIP program • Continue providing Transportation Planning and Land-Use Solutions (T-PLUS) funding to congestion management agencies to promote community revitalization projects • Utilize a Caltrans grant to examine opportunities for transit-oriented development along major transit corridors • Develop incentives and conditions to promote supportive land use policies around major new transit investments BAAQMD will: • Continue to fund bicycle projects, traffic-calming, shuttles, low emission vehicles, trip reduction programs and other clean air projects through the TFCA program • Continue to provide technical assistance to local jurisdictions on air quality analyses in the environmental review process • Continue to encourage cities and counties to reduce emissions from sources other than motor vehicles including lawn and garden equipment, wood stoves and fireplaces, and residential and commercial uses ABAG will: • Periodically monitor and update its Smart Growth demographic projections • Promote multi-jurisdiction planning along select transit corridors to encourage transit-oriented development MTC, ABAG and the BAAQMD will: • Develop financial and other incentives and technical assistance to encourage innovative parking strategies such as reduced parking, parking fees, parking cash-out, shared parking and other parking programs • Pursue legislative changes to remove barriers and provide incentives for smart growth • Promote carsharing as a way to reduce parking requirements • Monitor indirect source mitigation programs in other regions for Bay Area feasibility • Provide technical assistance to local government agencies • Publicize noteworthy examples of local clean air plans, policies and programs, as well as endorse noteworthy development projects • Study opportunities to promote location efficient mortgages (LEMs) to encourage home purchases near transit

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TCM Number	State Transportation Control Measure	Implementation Steps
TCM 16	Public education/ intermittent control measures	• Continue Spare the Air (STA) notices to media, employers, public agencies and individuals, with an emphasis on reactive organic gases (ROG) reductions, obeying freeway speed limits in electronic freeway signs and other outreach efforts • Expand STA notices to add emphasis on ROG reductions, obeying freeway speed limits, and discouraging use of pleasure craft • Expand the Clean Air consortium to include cities and counties, as well as other public agencies • Target major commercial airports and their tenants for greater participation in the STA program • Increase coordination between the Bay Area's STA program with the San Joaquin Valley's STA program • Continue public education program on the proper maintenance and operation of motor vehicles to reduce air pollution • Study effectiveness and costs of free transit on Spare the Air days • Explore possible legislative approaches to formalize and strengthen episodic approaches
TCM 17	Conduct demonstration projects	• Promote demonstration projects to develop new strategies to reduce motor vehicle emissions. Potential projects include: – Low and zero emission vehicles (LEV) and refueling infrastructure – Parts replacement program for middle-aged cars – Heavy duty diesel vehicle idling – Carsharing • Monitor Phase 1 projects and expand depending on effectiveness and resources available
TCM 18	Implement transportation pricing reform	• Advocate for legislative authority to develop and promote revenue measures for: – Congestion pricing on bridges – High-occupancy/toll lanes – Regional and state gas tax increases of up to $.50 per gallon – Regional vehicle miles traveled (VMT) fees – Taxes on diesel fuel – Emissions-based vehicle registration fees
TCM 19	Improve pedestrian access and facilities	• Review and comment on general/specific plan policies to promote development patterns that encourage walking and circulation policies. Emphasize pedestrian travel and encourage amending zoning ordinances to include pedestrian-friendly design standards. • MTC will continue to fund local pedestrian improvement projects through the TLC program, and support the Pedestrian Safety Task Force and associated pedestrian safety programs. • TFCA program will continue to fund pedestrian improvement projects to reduce motor vehicle trips and emissions. • Continue to identify and fund planning projects that enhance pedestrian movement in neighborhoods, downtowns and near transit stops • Continue funding specific improvements through a variety of funding sources • Support Safe Routes to Schools
TCM 20	Promote traffic-calming measures	• Promote traffic-calming measures • Fund traffic-calming projects such as pedestrian-exclusive streets, residential and neighborhood traffic calming measures, and arterial and major route traffic-calming measures • Include traffic-calming strategies in the transportation and land use elements of general and specific plans • Encourage area-wide traffic-calming plans and programs • Include traffic-calming strategies in capital improvements programs

supplementary reports

MTC is publishing several supplementary reports in conjunction with the *Draft Transportation 2030 Plan*. These include a *Draft Environmental Impact Report*, a *Project Notebook*, and other topic-specific reports listed here. When ready, these reports will be available in the MTC-ABAG Library. The reports also can be ordered via e-mail at library@mtc.ca.gov, or by contacting the MTC-ABAG Library via fax at (510) 464-7852 or by phone at (510) 464-7836.

Draft Environmental Impact Report for the Transportation 2030 Plan

MTC (October 2004)

The Draft Environmental Impact Report (EIR) for the Transportation 2030 Plan has been prepared pursuant to the California Environmental Quality Act (CEQA) statutes. As a program EIR document, this EIR presents a region-wide, corridor-by-corridor assessment of potential impacts of the Draft Transportation 2030 Plan. It does not evaluate site-specific impacts of individual projects, which will be analyzed in subsequent EIRs performed by project sponsors.

Areas of evaluation include: transportation; air quality; land use, housing and social environment; energy; geology and seismicity; noise; and biological, water, visual, and cultural resources. The potential impacts that the Draft Transportation 2030 Plan would have on these areas and measures to mitigate the potential impacts are identified. A reasonable range of alternatives to the Draft Transportation 2030 Plan is considered, and an environmentally superior alternative among the alternatives analyzed is identified.

Draft Transportation Air Quality Conformity Analysis

MTC (Available December 2004)

The Transportation Air Quality Conformity Analysis is a conformity assessment of the Draft Transportation 2030 Plan and the amendment to the 2005 Transportation Improvement Program. The Conformity Analysis is prepared in accordance with the Environmental Protection Agency's (EPA) air quality regulations issued August 1997 and with the Bay Area Air Quality Conformity Procedures adopted June 1998 (MTC Resolution 3075) and submitted to EPA for approval and incorporation into the State Implementation Plan.

Transportation 2030 Project Notebook

MTC (Available February 2005)

The purpose of the Project Notebook is to provide additional detailed technical information on proposed Transportation 2030 investments for staff at MTC and its partner agencies, as well as other interested organizations and individuals. The Project Notebook covers the transit operating and capital shortfalls, local streets and roads shortfalls, and MTC's Regional Operations Programs; and provides project-level details on the transportation projects and programs included in the Transportation 2030 Plan.

Public Outreach and Involvement Program — Phase 1 Summary Report

MTC (January 2004)

Public Outreach and Involvement Program — Phases 2 and 3 Summary Report

MTC (to be published upon adoption of the Transportation 2030 Plan)

The extensive public involvement component of the Transportation 2030 Plan is being conducted in three phases over a period of 18 months. The effort builds on the values, needs and priorities MTC heard from the public during the 12-month 2001 Regional Transportation Plan (RTP) public outreach effort.

MTC, in cooperation with the congestion management agencies in each county, set the following goals for outreach and public involvement for the Transportation 2030 Plan development process: high-quality input and participation; diversity; education; reach; accessibility; impact; and participant satisfaction.

The *Public Outreach and Involvement Program — Phase 1 Summary Report,* published in January 2004, documents activities from June 2003 through December 2003, when the Commission set the parameters for regional priorities and local investment decisions. In this first phase, MTC used five primary methods to engage the public in focused input and discussion.

- A day-long regional summit, attended by more than 450 people, was held in San Francisco to kick off the dialogue on updating the regional transportation plan.

- A telephone poll of 2,700 voters and 900 residents (both voters and non-voters) provided a representative sample of opinion.
- Six focus groups were held around the region to allow more in-depth discussion on major choices and tradeoffs.
- About 30 targeted workshops were held with specific groups and organizations with interests in transportation issues (including eight meetings held in low-income neighborhoods in cooperation with community-based organizations selected through a competitive process).
- Over 530 members of the public participated in an interactive, Internet-based "budget allocation exercise."

These five methods, in combination with public attendance at Planning and Operations Committee and full Commission meetings, were designed to gather input on regional priorities in a focused, even-handed way that balanced open public input with statistically valid and representative measures.

Phase 2 of the public involvement component — from January 2004 to September 2004 — was used to more fully develop some of the Commission's December 2003 directives. Some of the spring and summer public involvement activities included:

- Review of the methodology for the Equity Analysis with MTC's Minority Citizens Advisory Committee (MCAC)
- Task force meetings on the Bicycle/Pedestrian Program, the Transportation/Land-Use Platform and on the Access to Mobility program
- Review of the financial and policy element of the plan with MTC's Advisory Council (with members from MCAC and the Elderly and Disabled Advisory Committee in attendance)
- A September 2004 "Cost of Mobility" workshop on transportation spending in low-income households
- Workshops and Web outreach hosted by the congestion management agencies in each county

Phase 3 of the public involvement effort begins with the October 2004 release of the Draft Transportation 2030 Plan and its companion Draft Environmental Impact Report. Phases 2 and 3 of the Public Outreach and Involvement Program will be documented in a report to be published upon adoption of the Transportation 2030 Plan.

Equity Analysis Report
MTC (Available December 2004)

MTC conducted an Equity Analysis to measure both the benefits and burdens associated with the transportation investment alternatives included in the Draft Transportation 2030 Plan, and to make sure that minority and low-income communities share in the benefits of the transportation network without bearing a disproportionate share of the burdens. Minority and low-income communities are identified as "communities of concern" in the report.

MTC enhanced the 2001 Equity Analysis methodology and reviewed it with MTC's Minority Citizens Advisory Committee, as well as other stakeholders who attended the meetings. Through travel demand modeling, the equity analysis measured:

- Access and travel time to essential destinations associated with Transportation 2030 alternatives. Essential destinations include jobs, schools, health services, social services and food stores.
- Vehicle miles traveled through minority and low-income neighborhoods associated with Transportation 2030 alternatives. This measurement provided information on hours of travel, hours of delay and emissions associated with this traffic.
- Travel-time and out-of-pocket savings associated with Transportation 2030 alternatives.

Project Performance Evaluation Report
MTC (Available November 2004)

MTC evaluated over 400 projects and programs considered for inclusion in Transportation 2030. The projects evaluated were proposed by transportation agencies as well as members of the public, who were invited for the first time to submit their project ideas directly to MTC. The evaluation assessed the projects' contributions toward the Transportation 2030 goals. Performance measures included collision reduction, seismic safety, system efficiency and reliability, connectivity and access, contributions to clean air, significance for goods movement, support for Smart Growth policies endorsed by MTC and the Association of Bay Area Governments, and ability to address the transportation needs of disadvantaged communities.

related plans

The Transportation 2030-related plans described in this appendix are available for review in the MTC-ABAG Library or online at www.mtc.ca.gov. The Ozone Plan can be viewed online at the Air District Web site: www.baaqmd.gov/planning/2001sip/2001sip.htm.

Regional Airport System Plan

Regional Airport Planning Committee, September 2000 (incorporated into the Transportation 2030 Plan by reference)

General Aviation Element of the Regional Airport System Plan

Regional Airport Planning Committee, June 2003 (incorporated into the Transportation 2030 Plan by reference)

The Regional Airport System Plan (RASP) is prepared by the Regional Airport Planning Committee (RAPC), which is convened by the Association of Bay Area Governments, the San Francisco Bay Conservation and Development Commission, and MTC. The latest update predicts a doubling of air passenger travel by 2020 and a tripling of air cargo volumes. The plan is advisory in nature and was designed to address three major issues:

- The need for additional airport system capacity
- Regional airport system alternatives to provide this capacity
- Significant environmental tradeoffs, to the extent they are known

The RASP focuses on the region's three commercial airports — Oakland International Airport, San Francisco International Airport and San Jose International Airport. An update of the general aviation element was completed in June 2003. Here are some key findings and conclusions from the RASP.

- Decisions concerning future runway improvements require choices — choices between expanding runways or tolerating increasing delays in order to avoid filling the Bay.
- Forecasted growth in demand will exceed the capacity of the airport system in 2020.
- After examining a range of alternatives to construction of new runways, the analysis did not reveal a strategy for closing the gap between projected demand and available runway capacity in 2020. The Federal Aviation Administration (FAA) should continue to pursue near-term measures that will help reduce delays.
- To meet reasonably expected demand and provide more reliable air transportation during good and bad weather, additional runway capacity is needed at San Francisco and Oakland airports. A more comprehensive examination of runway improvements should be pursued as the most relevant course of action.
- Prior to an irreversible commitment to additional runways, all impacts on Bay resources should be evaluated. RAPC recommends that the process complete the full environmental analysis of new runway options in compliance with existing state and federal environmental law without special amendment.
- RAPC recommends that the plan protect future options by indicating a regional interest in civil aviation use of Travis Air Force Base (Solano County) and Moffett Federal Airfield (Santa Clara County), if these facilities become available in the future. (These facilities are not available now, nor can their future availability be predicted). Also, the plan recognizes that the commercial airports require an effective general aviation reliever airport system for small aircraft.
- Finally, given the inherent uncertainty when discussing the future, RAPC should continue to monitor changes in the air travel market, air traffic control technology, and laws and regulation's that could affect the air transportation strategies and conclusions reached in the current plan.

The General Aviation Element assessed six key areas:

1. Airport system planning
2. Land use compatibility
3. Public information resources
4. Ground-side airport access
5. Airspace issues
6. Airport funding

The plan calls on RAPC to:

- Conduct a study of vacant land parcels that should be protected to support airport viabililty
- Support legislation that would assist Airport Land-Use Committees in carrying out their mandate under state law

- Create a general "facts and figures" Web site on airport activities
- Support higher funding levels for general aviation airports in both FAA and Caltrans programs

The General Aviation Element also contains a recommendation that airport master plans identify types of additional facilities and services needed to provide relief capacity for air carrier airports and growing corporate general aviation activity.

San Francisco Bay Area Seaport Plan

San Francisco Bay Conservation and Development Commission (BCDC) and MTC, April 18, 1996 as amended through February 20, 2003 (incorporated into the Transportation 2030 Plan by reference)

The San Francisco Bay Area Seaport Plan is the product of a cooperative planning effort by BCDC and MTC. The plan provides the basis for Bay Area port policies and looks at future seaport needs and suggested improvements.

The Seaport Plan employs land-use designations and enforceable policies that BCDC and MTC use in their regulatory and funding decisions. The plan designates areas determined to be necessary for future port-related development as "port priority use areas." The Seaport Plan as amended designates 10 port priority use areas, which include the following five active seaports:

- Oakland
- San Francisco
- Redwood City
- Richmond
- Benicia

Subsequent to its 1996 adoption, the Seaport Plan has been amended to remove the port priority use designation from the following locations:

- City of Alameda
- Encinal Terminals (in Alameda)
- Portion of Oakland Army Base
- Port of Benicia (198 acres along western extent)
- Port of Richmond (Terminal 4 liquid bulk terminal)
- Port of Oakland (Ninth Avenue break bulk terminal)
- Port of San Francisco (Pier 70 break bulk terminal)
- Port of Redwood City (Abbott Laboratories property; formerly Cargill Salt Company terminal)
- Collinsville (Solano County)

Draft 2004 San Francisco Bay Area Ozone Strategy

Bay Area Air Quality Management District, MTC, Association of Bay Area Governments (Available December 2004)

The Draft 2004 San Francisco Bay Area Ozone Strategy is prepared by the Bay Area Air Quality Management District, the Association of Bay Area Governments, and MTC and then submitted for review and approval by the California Air Resources Board and the U.S. Environmental Protection Agency (EPA). The 2004 Ozone Strategy addresses both the state and national air quality planning requirements. The Bay Area is designated as a non-attainment area for the California 1-hour ozone standard and is seeking redesignation to attainment for the national 1-hour ozone standard.

The 2004 Ozone Strategy outlines a strategy for making progress toward attainment of the California 1-hour ozone standard. The state has not set a deadline to attain the California 1-hour ozone standard. The 2004 Ozone Strategy identifies "all feasible measures," as required by the California Clean Air Act, for control of ozone precursors that will assist the Bay Area in attaining the California ozone standard and address pollutant transport to downwind regions. The 2004 Ozone Strategy updates the Bay Area 2000 Clean Air Plan adopted by the Air District in December 2000.

While the EPA made a final finding in April 2004 that the Bay Area has attained the national 1-hour ozone standard, this finding of attainment does not mean the Bay Area has been reclassified as an attainment area for the 1-hour ozone standard. The region must submit a formal redesignation request to EPA in order to be reclassified as an attainment area. Therefore, the portion of the 2004 Ozone Strategy addressing national ozone planning requirements (known as the State Implementation Plan) includes:

1. A redesignation request
2. A maintenance plan to show the region will continue to meet the 1-hour ozone standard

2002 High-Occupancy-Vehicle (HOV) Lane Master Plan Update

MTC (March 2003)

The HOV Lane Master Plan Update evaluated the performance of existing HOV lanes, and made recommendations for study or implementation of new HOV lanes in various freeway corridors. The plan helps guide the HOV lane investments that are included in the Transportation 2030 Plan, and defines an HOV lane system that provides the basis for a proposed high-occupancy/toll (HOT) lane network. Proposed regional express bus services are also identified in the plan.

Caltrans' annual HOV Lane Report provides the basis for ongoing evaluation of the Bay Area's HOV lane system. In addition, Caltrans, MTC and California Highway Patrol staff regularly convene a Regional HOV Lane Committee to discuss HOV lane operational, safety and enforcement issues.

Regional Bicycle Master Plan

MTC, February 2002 (incorporated into the Transportation 2030 Plan by reference)

MTC developed the Regional Bicycle Master Plan in conjunction with each of the nine Bay Area counties, other planning partners and advocacy groups.

The completed regional bike plan accomplishes five main goals. The plan:

- Defines a network of regionally significant bicycle routes, facilities and necessary support programs
- Identifies gaps in the networks and recommends specific improvements to fill these gaps in the system
- Develops cost estimates to build out the entire regional network
- Outlines a funding strategy to implement the regional bike network
- Identifies other programs to help local jurisdictions to become more bicycle-friendly

The plan's costs and revenues were updated during the first phase of development of the Transportation 2030 Plan.

Regional Intelligent Transportation Systems (ITS) Architecture and Strategic Plan

MTC, October 2004 (incorporated into the Transportation 2030 Plan by reference)

The Federal Highway Administration (FHWA) requires all metropolitan regions to adopt an Intelligent Transportation Systems (ITS) Architecture by April 8, 2005, and have a mechanism to update the plan and ensure that the development of projects follows a systems engineering process. ITS refers to electronic communication systems that can be used for collecting, processing and disseminating data in real time to improve the operation, safety or convenience of the transportation system. An "architecture" is a concept from the field of systems engineering that defines the framework within which a system can be built, the functionality of the pieces of the system, and the information that is exchanged between the components of the system.

Bay Area ITS stakeholders developed the Regional ITS Architecture and Strategic Plan through a participative process that included fifteen meetings over a three-year period. MTC expects to use the Regional ITS Architecture and Strategic Plan to leverage the current investment of ITS projects in the Bay Area and to ensure the orderly, cost-effective development and integration of projects in the future. As administered by MTC, the plan enables project sponsors to:

1. Access a regional ITS project Web site to ensure that their ITS project is adequately described
2. Submit a comment form on the project Web site to address proposed changes
3. Review the architecture diagrams to assess which interfaces a new project should accommodate
4. Determine whether an agreement is required for a specific information flow
5. Use the information on the project Web site to address Caltrans' Local Assistance Program requirements

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, California 94607
TEL (510) 464-7700
TDD/TTY (510) 464-7769
FAX (510) 464-7848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov